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GREGORY J. SMITH, COUNTY RECORDER
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THIS SPACE FOR RECORDER'S USE ONLY

Ordinance No. O-19141

Certified Ordinance - Second amendment to agreement between the City of San Diego and the United States of America adopting a development plan and urban design guidelines for the Redevelopment of the Navy Broadway Complex.

(Please fill in document title(s) on this line)

File Locatio: MEET

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SECOND AMENDMENT TO AGREEMENT BETWEEN THE CITY OF SAN DIEGO
AND THE UNITED STATES OF AMERICA ADOPTING A DEVELOPMENT PLAN AND
URBAN DESIGN GUIDELINES FOR THE REDEVELOPMENT OF THE NAVY
BROADWAY COMPLEX

THIS SECOND AMENDMENT is entered into between THE CITY OF SAN DIEGO, a municipal corporation ("City"), and the UNITED STATES OF AMERICA by and through the Southwest Division, Naval Facilities Engineering Command, acting by its Executive Director, Broadway Complex (Real Estate Contracting Officer), hereinafter referred to as the "Navy".

1. RECITALS. This Second Amendment to Agreement ("Second Amendment") is entered into with reference to the following facts:
 - 1.1 On December 2, 1992 City and Navy entered into the Agreement between the City of San Diego and the United States of America Adopting a Development Plan and Urban Design Guidelines for the Redevelopment of the Navy Broadway Complex ("Agreement").
 - 1.2 On December 3, 2001, the City Council of the City of San Diego approved an amendment to the Agreement ("First Amendment") that extended the expiration date of the Agreement by one year. As approved by the First Amendment to the Agreement, Section 4.3 of the Agreement reads, "In the event that no Developer Lease is recorded by January 1, 2003, then this Agreement shall be of no force and effect."
 - 1.3 Navy has not yet entered into any Developer Lease with respect to the Agreement.
 - 1.4 Subsequent to December 2, 1992, City, Centre City Development Corporation, County of San Diego, San Diego Unified Port District and Navy prepared and endorsed the North Embarcadero Alliance Visionary Plan dated December 1998 ("Visionary Plan").
2. PURPOSE OF SECOND AMENDMENT. The purpose of the Second Amendment is to amend Section 4.3 of the Agreement to keep the Agreement in full force and effect for a period of time deemed adequate to bring the Agreement into consistency with the Visionary Plan, if and as necessary.
3. CONTENT OF SECOND AMENDMENT. Section 4.3 of the Agreement, with respect to the sentence recited in Section 1.2 of this Second Amendment, is hereby amended to read as follows, "In the event that no Developer Lease is recorded by January 1, 2007, then this Agreement shall be of no further force and effect."

DOCUMENT NO. 00-19141

FILED JAN 07 2003

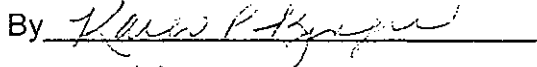
OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

9290

IN WITNESS WHEREOF, this Second Amendment has been executed by City and Navy.

THE CITY OF SAN DIEGO

THE UNITED STATES OF AMERICA

By By 

Title _____ City Manager _____

Title KAREN P. RINGEL
Real Estate Contracting Officer

I HEREBY APPROVE the form and legality of the foregoing Agreement this 14th
day of January, 2002. 3



Elisa A. Cusato
Deputy City Attorney

(O-2003-91)

ORDINANCE NUMBER 19141 (NEW SERIES)ADOPTED ON JAN 07 2003

AN ORDINANCE APPROVING THE SECOND AMENDMENT TO THE AGREEMENT BETWEEN THE CITY OF SAN DIEGO AND THE UNITED STATES OF AMERICA ADOPTING A DEVELOPMENT PLAN AND URBAN DESIGN GUIDELINES FOR THE REDEVELOPMENT OF THE NAVY BROADWAY COMPLEX.

WHEREAS, UNITED STATES OF AMERICA [Navy] is the owner of that certain real property consisting of approximately 16 acres located within the Centre City community planning area; and

WHEREAS, the City of San Diego [City], a charter city, is authorized by its charter and its home rule power to enter into agreements with persons and entities having legal or equitable interests in real property for the development of such property in order to establish certainty in the development process; and

WHEREAS, the parties entered into the Agreement Between the City of San Diego and the United States of America Adopting a Development Plan and Urban Design Guidelines for the Redevelopment of the Navy Broadway Complex [Agreement] on December 2, 1992, on file in the office of the City Clerk as Document No. OO-17858, relating to the above-described real property in order to achieve the development of private land uses together with the provision of public services, public uses, and urban infrastructure all in the promotion of the health, safety, and general welfare of the City of San Diego; and

WHEREAS, subsequent to 1992, the City of San Diego, Centre City Development Corporation, County of San Diego, San Diego Unified Port District and Navy prepared and endorsed the North Embarcadero Alliance Visionary Plan dated December 1998 [Visionary Plan]; and

WHEREAS, on December 3, 2001, the Council of the City of San Diego approved an amendment to section 4.3 of the Agreement [First Amendment], on file in the office of the City Clerk as Document No. O-19016, that extended the expiration date of the Agreement for one year, until January 1, 2003; and

WHEREAS, the parties desire to further amend section 4.3 of the Agreement [proposed Second Amendment] to keep the Agreement in full force and effect for a period of time deemed appropriate to prepare and consider a third Amendment to Agreement which would bring the Agreement into consistency, if and as necessary, with the Visionary Plan; and

WHEREAS, on November 21, 2002, the Planning Commission of the City of San Diego, held a public hearing on the proposed Second Amendment to the Agreement; and

WHEREAS, the Planning Commission of the City of San Diego, after holding the hearing in which all persons desiring to be heard were heard, and pursuant to the public hearing, the Planning Commission found that the Second Amendment is consistent with the Progress Guide and General Plan and the Centre City Community Plan and recommended approval of the Second Amendment to the Agreement; and

WHEREAS, the Council of the City of San Diego held a public hearing on the proposed Second Amendment to the Agreement in which all persons desiring to be heard were heard;

NOW, THEREFORE,

BE IT ORDAINED, by the Council of The City of San Diego, as follows:

Section 1. That Council finds and determines the facts stated above to be true.

Section 2. The Council further finds with respect to the Second Amendment to the Agreement that:

- A. It is consistent with the objectives, policies, programs and uses specified in the Progress Guide and General Plan and the Centre City Community Plan, as well as other applicable policies and regulations of the City of San Diego.
- B. It will not be detrimental to the public health, safety and general welfare.
- C. It will promote the orderly development of property or the preservation of property values in accordance with good land use practice.

Section 3. The Council approves the Second Amendment to the Agreement between the United States of America and the City of San Diego and authorizes and directs the City Manager to execute the Second Amendment in the name of the City of San Diego not later than fifteen days following the effective date of this ordinance. The City Clerk is directed to record the Second Amendment to the Agreement and this ordinance with the County Recorder of San Diego County within ten days after its final execution.

Section 5. That this ordinance shall take effect and be in force on the thirtieth day from and after its passage. This document on file in the office of the City Clerk as

Document No. 00-19141.

APPROVED: CASEY GWINN, City Attorney

By Elisa A. Cusato
Elisa A. Cusato
Deputy City Attorney

EAC:ai
11/18/02
Or.Dept: CCDC
O-2003-91
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SECOND AMENDMENT TO AGREEMENT
BETWEEN THE CITY OF SAN DIEGO AND
THE UNITED STATES OF AMERICA
ADOPTING A DEVELOPMENT PLAN AND URBAN
DESIGN GUIDELINES FOR THE REDEVELOPMENT
OF THE NAVY BROADWAY COMPLEX

THIS SECOND AMENDMENT is entered into between THE CITY OF SAN DIEGO, a municipal corporation [City], and the UNITED STATES OF AMERICA by and through the Southwest Division, Naval Facilities Engineering Command, acting through its Executive Director, Broadway Complex [Real Estate Contracting Officer], hereinafter referred to as the "Navy".

1. RECITALS. This Second Amendment to Agreement [Second Amendment] is entered into with reference to the following facts:

1.1 On December 2, 1992, City and Navy entered into the Agreement Between the City of San Diego and the United States of America Adopting a Development Plan and Urban Design Guidelines for the Redevelopment of the Navy Broadway Complex [Agreement].

1.2 Section 4.3 of the Agreement provides, in part, that, "In the event that no Developer Lease is recorded by January 1, 2002, then this Agreement shall be of no force and effect."

1.3 On December 3, 2001, the City Council of the City of San Diego approved an amendment to the Agreement [First Amendment] that extended the expiration date of the Agreement for one year. As approved by the First Amendment to the Agreement, section 4.3 of the Agreement reads, "In the event that no Developer Lease is recorded by January 1, 2003, then this Agreement shall be of no force and effect."

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3. CONTENT OF SECOND AMENDMENT. Section 4.3 of the Agreement, with respect to the sentence recited in Section 1.2 of this Second Amendment, is amended to read as

follows, "In the event that no Developer Lease is recorded by January 1, 2007, then this Agreement shall be of no force and effect."

IN WITNESS WHEREOF, this Second Amendment has been executed by City and Navy.

THE CITY OF SAN DIEGO

THE UNITED STATES OF AMERICA

By _____

By _____

Title City Manager

Title _____

I APPROVE the form and legality of this Agreement this _____ day of _____, 2002.

Elisa A. Cusato
Deputy City Attorney

Passed and adopted by the Council of The City of San Diego on January 7, 2003

by the following vote:

YEAS: PETERS, ZUCCHET, ATKINS, LEWIS, MAIENSCHEN, INZUNZA,

MAYOR MURPHY

NAYS: FRYE NOT PRESENT: MADAFFER

AUTHENTICATED BY:

DICK MURPHY

Mayor of The City of San Diego, California

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California

(Seal)

By: Gil Sanchez, Deputy

I HEREBY CERTIFY that the above and foregoing is a full, true and correct copy of ORDINANCE NO.

O- 19141 (New Series) of The City of San Diego, California.

IFURTHER CERTIFY that said ordinance was not finally passed until twelve calendar days had elapsed between the day of its introduction and the day of its final passage, to wit, on

December 10, 2002 and on January 7, 2003.

IFURTHER CERTIFY that the reading of said ordinance in full was dispensed with by a vote of not less than a majority of the members elected to the Council, and that there was available for the consideration of each member of the Council and the public prior to the day of its passage a written or printed copy of said ordinance.

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California

(Seal)

By:  Deputy

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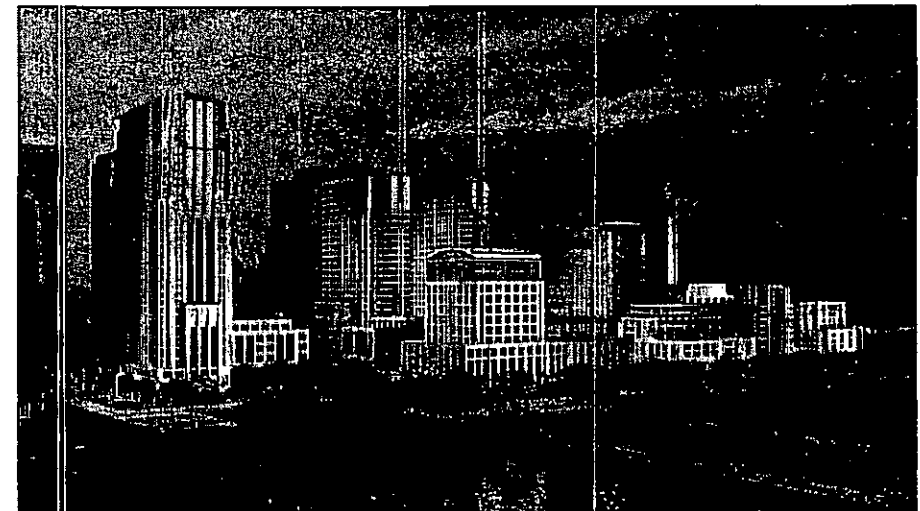
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Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

03.6012.000

Master Plan Submittal and Individual Building & Sites
Blocks 2 and 3: Concept - Schematics Submittal

July 2, 2007

000605

Area Summary - Program Distribution

Parcel	Office		Hotel		Retail F/S (SF)	Public Attractions (SF)	Total (SF)
	Office (SF) (w/ retail)	Navy (SF)	Area (SF) (w/ retail)	Room-Module			
1B	500,414	0	169,925	275	0	0	670,339
2A	296,535	0	0	0	0	0	296,535
2B	384,324	0	555,826	943	0	0	940,150
3A	0	0	195,070	193	18,000	0	211,070
3B	0	351,000	0	0	0	0	351,000
4A	0	0	260,820	164	9,000	8,280	276,100
4B	114,520	0	0	0	0	33,720	148,240
Total	1,295,793	351,000	1,181,641	1,575	25,000	40,000	2,893,434

Preface

On behalf of Manchester Financial Group (MFG), we are pleased to submit for your approval the Master Plan for Pacific Gateway, as well as the approval of the Building & Sites, Concept - Schematics Phase documents for sites Two and Three of the Navy Broadway Complex, San Diego.

Since our initial submittal of December 7, 2007, the MFG Design Team has worked hand-in-hand with the CCDC/Urban Design Consultant Panel, as well as CCDC staff, in producing an outstanding master plan and a thoughtful building design program. Specifically, there were a number of "breakthrough" ideas which will most certainly promote a lively and vibrant experience at Pacific Gateway. This would include:

1. The master plan now contains three discreet urban spaces: The Urban Civic Park (site 1A), the Grand Plaza (The Paseo from E to G Streets), and Museum Square at site 4AB
2. The principal width of the Paseo (Grand Plaza) has been established at 68 feet with the opportunity for creating intimate spaces of 56 feet with a 10 foot wide colonnade at building 2B
3. The Corniche, the westerly facades along Harbor Drive of buildings 2A, 3A and 4A, has been generally established at a height of 70 to 75 feet
4. The Urban Civic Park has been further defined on its south edge by removing the oval building and replacing it with an articulated neo-traditional building (2A)
5. The majority of the Museum program is now located in building 4B -- a small portion is located in building 4A -- there by consolidating the use and providing greater synergy
6. Building 2A is now an office building with street level retail uses on all four sides; it also contains an atrium facing the Paseo
7. The two mid-rise towers at site 3A have been consolidated into one tower and is now a well composed façade in support of the Corniche
8. The 240 foot long passageway between buildings 4A and 4B has been further defined by first being tapered and second by locating the entry of the Museum at the new plaza
9. The design part for site 4A has remained the same, Mission Style, in consideration of its adjacency to the Old Police Station and its fond allure and strong association with southern California
10. The landscape planting at site 3B (Navy Building) has been adjusted to support the Grand Plaza and the view corridors of F and G Streets
11. Art Objects have been strategically located to support the Urban Design Plan
12. The south axis, as well as the north axis, along the Grand Plaza each have a strong focus at its terminus

Finally, the program for Pacific Gateway fully complies with the Development Plan Agreement, the North Embarcadero Visionary Schematic Design Drawings, and the Urban Design Guidelines, as well as being consistent with the requirements of the CCDC Streetscape Manual pertaining to off-site improvements.

Respectfully Submitted,

Marlinex + Cutri Corp, Master Plan Architects

Project Narrative

Master Plan and Urban Design

Since the February 1, 2007 workshop with the Urban Design Panel (UDP), the refinements to the Master Plan have been to establish a theme of public urban plazas, further "impose" the city grid over the site (i.e., block morphology), and concurrently connect the civic spine of Broadway to the starting point of Pacific Coast Highway (i.e., the intersection of Pacific Highway and Harbor Drive). The objective of the aforementioned refinements is to produce a rich and lively pedestrian oriented environment which fits comfortably into the downtown urban fabric.

Moreover, the urban design approach has further clarified two key principles. First, a constant height of approximately seventy feet has been established for the lower portion of the western facades of buildings 2A, 3A and 4A along Harbor Drive (please note: the Urban Design Panel coined the term "The Corniche"). This will promote a well defined edge to Harbor Drive, and simultaneously, allow the upper portion of these buildings to be setback from the street. Secondly, the experiential qualities of the Paseo have been fine-tuned, with the principle width of the Paseo being sixty-eight feet between buildings. Inside this dimension, various activities and features would include: public art, entertainment venues, dining, and the like. For example, along the western façade of Building 2B, a 290 foot long colonnade will project ten feet into the Paseo, thereby narrowing its width to approximately fifty-six feet in order to provide more intimate venues (e.g., sidewalk café, pastry shop, etc.).

THE PASEO

Museum Square Site 4 AB

The south gateway entry into the three block long "Paseo" – this is directly across the street from the historic Old Police Station – is a tapered pedestrian passageway measuring 240 feet long that has been tailored to the architectural programs of its adjacent buildings. The 65 foot wide south entry is flanked by the truncated 50 foot high façade of 4B and a corresponding 60 foot high rotunda of building 4A. The tapered passageway, which leads to G Street, contains at its mid-point a 6,600 square foot plaza (Museum Square); this space will serve as the main entry into the Museum. (The Museum will occupy the first and second levels of building 4B.) In addition, the plaza will provide the opportunity for outdoor exhibits, kiosks, sidewalk vendors, small entertainment venues, outdoor eating and the like. Similarly, the street level program for building 4A will contain retail uses which will be in support of the activities at Museum Square and the environs of the south embarcadero.

The Grand Plaza Site 2AB and 3AB

The Grand Plaza, extending from E Street to G Street along the Paseo, measures 770 long and has a principal width of 68 feet. This pedestrian oriented space provides for a broad variety of uses, including: outdoor dining, exhibits, street-vendors, entertainment, seating & viewing, and public art for the general public. Along its length, nearly 1,000 linear feet of retail uses (e.g., restaurants, shops, etc.) will be provided for the general public. The Grand plaza is viewed as a "former street"; as such, this will allow for urban monuments, landscaped areas, and walking surfaces with a decorative pattern throughout in order to provide great flexibility for a multiplicity of uses. In addition, the landscape, lighting, and graphics & signage programs will be tailored to this space.

At site 2A, and facing the Grand plaza, is a five story, 4,000 square foot atrium surrounded by approximately 40,000 square feet of retail uses. This ground level space is connected to the office lobby as well as providing access to Harbor Drive. At site 2B, over 270 linear feet of retail uses will face the Grand Plaza. Further, direct access via an intimate passageway will be provided to the entry port o'cochere of this hotel. On the second level – eighteen feet above street level – the main ballroom with its associated pre-function spaces will open onto the Grand Plaza with large picture windows and outdoor terraces.

At site 3AB the program calls for the 18-story Navy Headquarters' building (3B) and the 3A hotel. The hotel will be nearly surrounded by retail uses at street level with more than 225 linear feet facing the Grand Plaza while the Navy building will provide a trellised structure to define the edge of the plaza. In between these two buildings, the plaza has been programmed for portable displays, kiosks, public art, outdoor venues, dining and the like.

At site 1AB, the plan has remains essentially the same, a 1.9 acre public urban park at site 1A and an iconic, 400-foot office-hotel tower at site 1B. The park's juxtaposition with the Grand Plaza has been greatly enhanced by providing a well defined southern edge (north façade of building 2A) and the introduction of a paved pattern across E Street.

THE CORNICHE

The principal building participants that comprise the cornice are the west facades of the sites 2A (office building), 3A (hotel), and 4A (hotel). The established datum, approximately set at 70 feet, re-enforces the edge of Harbor Drive. Likewise, the street level programs at each building along Harbor Drive are dominated by more than 795 linear feet of retail which is intended to promote a lively and active pedestrian experience. In addition to wide sidewalks and paired palm trees, the facades of each building along the Corniche are unique unto themselves, and, when taken together, form a well composed architectural assemblage.

Architectural Design

At the April 3, 2007 meeting of the CCDC/Urban Design Panel, a number of architectural design strategies were discussed with the MFG Design Team and have been incorporated into this submittal. These design strategies included:

1. Decrease the amount of large glass areas on building facades along the Corniche and Paseo
2. Reduce the perceived monumental scale of the various facades along the Corniche and Paseo
3. Focus on the pedestrian scale by developing a more intimate streetscape facades
4. Continue to differentiate the buildings mass/bulk/scale into smaller increments
5. Develop a significant terminus of the south axis of the Paseo on the façade of building 4A north
6. Continue to promote the iconic status of sites 1B and 4B

Likewise, at the June 12, 2007 meeting of the CCDC/Urban Design Panel, four design strategies were further clarified. In particular:

1. On block 2A, re-orient the tower to face the Civic Park and consider an "activated use" for the south portion of the lower podium building
2. On block 2B, provide data at elevation 50 feet and 90 feet, as well as simplify the facades by expressing a "more vertical" composition
3. On block 3A, align the tower in an east-west direction in order to promote the G Street thoroughfare
4. Along Harbor Drive, provide a less rigid interpretation of the Corniche in the façade treatment of buildings 2A and 3A

Site 1B: A 31-story, 400-foot Office-Hotel Tower

The design parti for this iconic office tower will be to formally announce its key position in downtown, namely at corner of Broadway and Pacific Highway. This will be achieved by maximizing its height to 400 feet, establishing strong vertical lines (columns) along its staff, and by celebrating the 31st floor with a roof top solarium (sky lounge). Moreover, the verticality of the tower will be accentuated by its horizontal podium and complimentary facades.

Site 2A: A 13-story Office Tower

The design for the office building takes its cues from the adjacent Civic Park and its proximity to two modern buildings – this is part of the master plan concept of promoting a diverse and rich assemblage of buildings. The composition offers a frontal façade (lower) to the park, and along E and F Streets, for westerly transitions of vistas and view corridors, a well defined "urban edge". The neo-traditional office building features a vaulted topped tower, and at the podium level in support of the Corniche, an outdoor landscaped terrace.

Site 2B: A 28-story Twin Condo Hotel-Office Tower

The composition of the twin towers is derived from the desire to promote the buildings of site 1B and 4B as iconic, while the buildings of 2B and 3B are in "repose". This provides for the "suppression of form and mass" and, in turn, advances the concepts of transparency and layering, as well as, spatial separation and light-and-shadow. The condo hotel and office tower is of a modern architectural aesthetic featuring "lattice facades" with articulated spires.

Site 3A: A 10-story Hotel and the Navy Headquarters' Building

Hotel 3A will have a contemporary design; while the Navy Headquarters' (site 3B) will have a modern aesthetic (see Navy submittal).

The image of the proposed hotel is of "a lighthouse along the water's edge". The building's composition aligns the tower in support of the G Street thoroughfare, while the low-rise reinforces the concept of the Corniche along Harbor Drive. The west façade is an asymmetrical composition which features a variety of well proportioned windows, openings and step backs, and a roof top amenities terrace which overlooks San Diego Bay. Along the Paseo, the design parti offers a variety of ground level retail opportunities, as well as significant second floor connections, including a restaurant dining terrace and a veranda linked to the hotel's ballroom and its pre-function space.

Site 4A: A Nine-story hotel

Hotel 4A will have a Spanish Colonial aesthetic to complement the adjacent historic Old Police Station and the environs of Seaport Village. This is immediately evident in the smooth surfaces with punched arched openings, capitals, bases, pilasters and decorative detailing throughout the building. Of special import is the acknowledgement of the axial alignment of the north façade with the southern view from the Grand Plaza. This is celebrated with a 120-foot tall tower, thirty feet wide, and containing a digital image screen.

Site 4B: A Nine story Office Building

The Office Building at site 4B is of a modern contemporary design. The design parti is "the juxtaposition of geometric forms responding to their function and site location". For example, at the corner of Pacific Highway and Harbor Drive, the form is a glass cylinder with a pyramid skylight; the cylinder promotes rotation from one street to the other, the skylight crowns the top. Similarly, the west and south façade of this building are tapered and truncated to enhance movement and transition from the sidewalk into Museum Square Plaza.

Design Concept

Pacific Gateway development celebrates San Diego as a dynamic cosmopolitan city and enhances the city as a livable, pedestrian-oriented community. The development responds to the distinguished site at the San Diego Harbor and as a gateway to downtown San Diego. It defines a unique urban place through a series of linked active outdoor spaces and surrounding public-oriented program uses. The architectural expression represents two primary inspirations: a multi-cultural San Diego with meaningful history, and an internationally emerging San Diego as an economic and leisure destination. The architectural concept finds a delicate balance of history and future with the objective of creating a place along San Diego's waterfront that is both timeless and unique. Likewise, the entire project will be consistent with the requirements of the California Coastal Commission's Transportation Demand Measures, including car pool parking spaces, bicycle parking and storage, pedestrian way-finding, as well as strategically placed signage and graphics; this information will be submitted as a part of the design development phase. Moreover, the architectural design will incorporate ideas relating to sustainability design, and requirements of the Americans with Disabilities Act (ADA). In addition, the development will conform to the provisions of the North Embarcadero Schematic Design Drawings, and the Development Plan and Urban Design Guidelines.

The architectural concept of Pacific Gateway incorporates the following six strategies:

1. The Pacific Gateway site has been sensibly divided into precincts, thereby allowing four distinct architectural expressions, and, further, providing the opportunity for a more fine grained intervention into the public realm.
2. To balance a "family" of characteristics in the development with individual building expressions.

Pacific Gateway uses an architectural vocabulary of individual building identities that stand together as a family of place, space, and built geometry. This provides the citizens of San Diego with the character of well-proportioned and well-articulated buildings along with a grand sense of urban place. The vocabulary comes from weaving the buildings together with selective repetition of common materials and colors palettes, landmarks, and rhythms that appropriately link the individual buildings and exterior space into a greater whole.

3. Individual and diverse architectural building tops.

A New Identity with a Recollection of History

Pacific Gateway's foursome architectural towers will sparkle in reflected light by day and emanate light by night through the implementation of a "lantern" concept at the tower tops. Additionally, all remaining buildings will have tops that are appropriate to the individual character of each building and in keeping with the overall spirit of the Pacific Gateway as a holistic development. San Diego architecture has many significant historic elements from which to draw, including the use of domes, planar facades with strong vertical lines, smooth surfaces with punched openings, ornamental and decorative details and articulated building tops, to name a few. Pacific Gateway celebrates the heritage of our community by incorporating this vocabulary in key architectural expressions as follows:

- The capped expression of the tallest tower -- a 400-foot high lantern -- as the vertical landmark of the ceremonial connection of Broadway to the bay.
- The gateway vocabulary at each end of the North-South Passage.
- A marker for the arrival of F Street to the bay.

This combination of elements in the cascade of towers will be unique to San Diego's skyline, giving the city a feature that will be immediately recognizable as "San Diego, America's Finest City."

4. Provide active pedestrian-scale and open building bases with stepped transitions to building towers.

A recurring theme is to provide pedestrian street scale throughout the development. This is accomplished by the following design strategies:

- The effective use of stepped masses to frame pedestrian avenues.
 - The use of canopies, trellises, arcades, transparent street walls and pedestrian-oriented uses at the street level which link the building base with adjacent public ways.
 - The softening of building corners that approach Harbor Drive.
5. Respect and reinforce city datum and individual street characteristics.

The first 1-2 stories at the building bases are open pedestrian-friendly edges. Street wall datum and setbacks comply with planning requirements.

6. Diverse architectural vocabulary.

- Pacific Coast Highway: The design strategy is a progression from a celebratory ornamental iconic tower at the corner of Broadway through a simplification of each successive tower -- each executed as a handsome, vertically-inspired composition for its proportions.

- Harbor Drive: The design strategy is to accentuate the North Embarcadero with a more definitive horizontal expression of the building bases. The tops of these buildings continue in a variety of expressions sometimes with multiple elements. Strong architectural cues flow from one building to another, to unify the edge of Pacific Gateway along the North Embarcadero.

Project Summary

Area Summary - Proposed Development (July 2, 2007 v 1)

Parcel	Office (SF)	Navy (SF)	Hotel Area (SF)	Room-Module (w/ retail)	Retail F/S (SF)	Public Attractions (SF)	Total (SF)
1B	500,414	0	169,925	275	0	0	670,339
2A	296,535	0	0	0	0	0	296,535
2B	384,324	0	555,826	943	0	0	940,150
3A	0	0	195,070	193	16,000	0	211,070
3B	0	351,000	0	0	0	0	351,000
4A	0	0	260,820	164	9,000	6,280	276,100
4B	114,520	0	0	0	0	33,720	148,240
Total	1,295,793	351,000	1,181,641	1,575	25,000	40,000	2,893,434

Parking Allowed Summary

(*) Denotes Navy parking inclusive of 27 spaces to serve 22,000 SF of below grade office uses.

Parcel	Office	Navy*	Hotel	Retail	Total
1B	500	0	206	0	706
2A	297	0	0	0	297
2B	384	0	707	0	1,091
3A	0	0	145	64	209
3B	0	459	0	0	459
4A	0	0	123	36	159
4B	115	0	0	0	115
Total	1,286	459	1,181	100	3,035

Parking Provided Summary

Phase	Parcel	Cars
Phase 1	3B	459
	3A	322
	2A	248
	2B	534
Phase 2	1A&B	770
	4A	369
	4B	286
	Total	2,988

Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

05.6012.000

Project Concept & Project Summary

Master Plan Submittal and Individual Building & Sites Blocks 2 and 3: Concept - Schematics Submittal

July 2, 2007

Gensler



Page 4

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Block				F to F	Height	Office			Parking			Hotel		Retail	Public	Total	Parking Allowed				Provided			
						Office SF	Navy SF	Retail SF	Total SF	Area SF	Cars	Hotel SF	Room / Module	Retail SF	Total SF	Attractions SF	Office	Navy	Retail	Hotel	Parking	Total	Total	
Maximum Program Allowed									1,650,000	300,000					1,220,000	25,000	55,000							
Actual Program						1,177,083	351,000	118,710	1,646,793	0		1,182,921	1,575	18,720	1,181,641	25,000	40,000	1,296	459	100	1,181	0	3,036	2,961
																	1.00	1.23	4.00	0.75				
Block				F to F	Height	Office SF	Navy SF	Retail SF	Total SF	Area SF	Cars	Hotel SF	Room / Module	Retail SF	Total SF	Attractions SF	Office	Navy	Retail	Hotel	Parking	Total	Total	
1B	400.00'			400.00'		468,479	0	31,935	500,414			167,925	275	2,000	169,925	0	500	0	0	206	0	707	770	
Mech and	Sky Lounge	31st	22.50'	400.00'				5,000	5,000						0	5,000								
	Condo Hotel	30th	13.00'	377.50'								11,150	25		11,150	11,150								
	Condo Hotel	29th	10.00'	367.50'								11,150	25		11,150	11,150								
	Condo Hotel	28th	10.00'	357.50'								11,150	25		11,150	11,150								
	Condo Hotel	27th	10.00'	347.50'								11,150	25		11,150	11,150								
	Condo Hotel	26th	10.00'	337.50'								11,150	25		11,150	11,150								
	Condo Hotel	25th	10.00'	327.50'								11,150	25		11,150	11,150								
	Condo Hotel	24th	10.00'	317.50'								14,830	25		14,830	14,830								
	Condo Hotel	23rd	10.00'	307.50'								14,830	25		14,830	14,830								
	Condo Hotel	22nd	10.00'	297.50'								14,830	25		14,830	14,830								
	Condo Hotel	21st	10.00'	287.50'								14,830	25		14,830	14,830								
	Condo Hotel	20th	13.50'	277.50'								14,830	25		14,830	14,830								
	Sky Lobby	19th	13.50'	264.00'								12,830			2,000	14,830	14,830							
	Condo Office	18th	13.50'	250.50'		18,830			18,830								18,830							
	Condo Office	17th	13.50'	237.00'		18,830			18,830								18,830							
	Condo Office	16th	13.50'	223.50'		18,830			18,830								18,830							
	Condo Office	15th	13.50'	210.00'		18,830			18,830								18,830							
	Condo Office	14th	13.50'	196.50'		18,830			18,830								18,830							
	Condo Office	13th	13.50'	183.00'		18,830			18,830								18,830							
	Condo Office	12th	13.50'	169.50'		18,830			18,830								18,830							
	Condo Office	11th	13.50'	156.00'		18,830			18,830								18,830							
	Condo Office	10th	13.50'	142.50'		18,830			18,830								18,830							
	Condo Office	9th	13.50'	129.00'		18,830			18,830								18,830							
	Condo Office	8th	13.50'	115.00'		18,830			18,830								18,830							
	Condo Office	7th	13.50'	100.50'		38,575			38,575								38,575							
	Condo Office	6th	13.50'	87.00'		45,145			45,145								45,145							
	Condo Office	5th	13.50'	73.50'		45,145			45,145								45,145							
	Condo Office	4th	13.50'	60.00'		45,145			45,145								45,145							
	Condo Office	3rd	13.50'	46.50'		30,250			30,250								30,250							
	Conf. Ctr.	2nd	15.00'	33.00'		49,450			49,450								49,450							
	Lobby	Ground	18.00'	18.00'		7,639		26,935	34,574				14,045			14,045	48,619							
	P1		10.00'	0.00'							141,635	358											358	
	P2		10.00'	-10.00'							141,635	412											412	
	Foundation			-20.00'																				

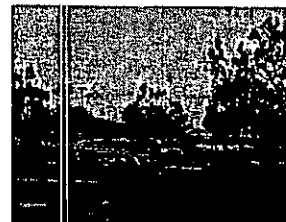
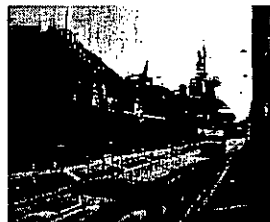
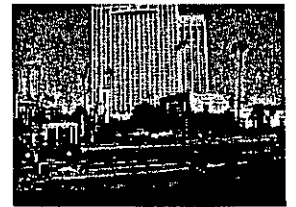
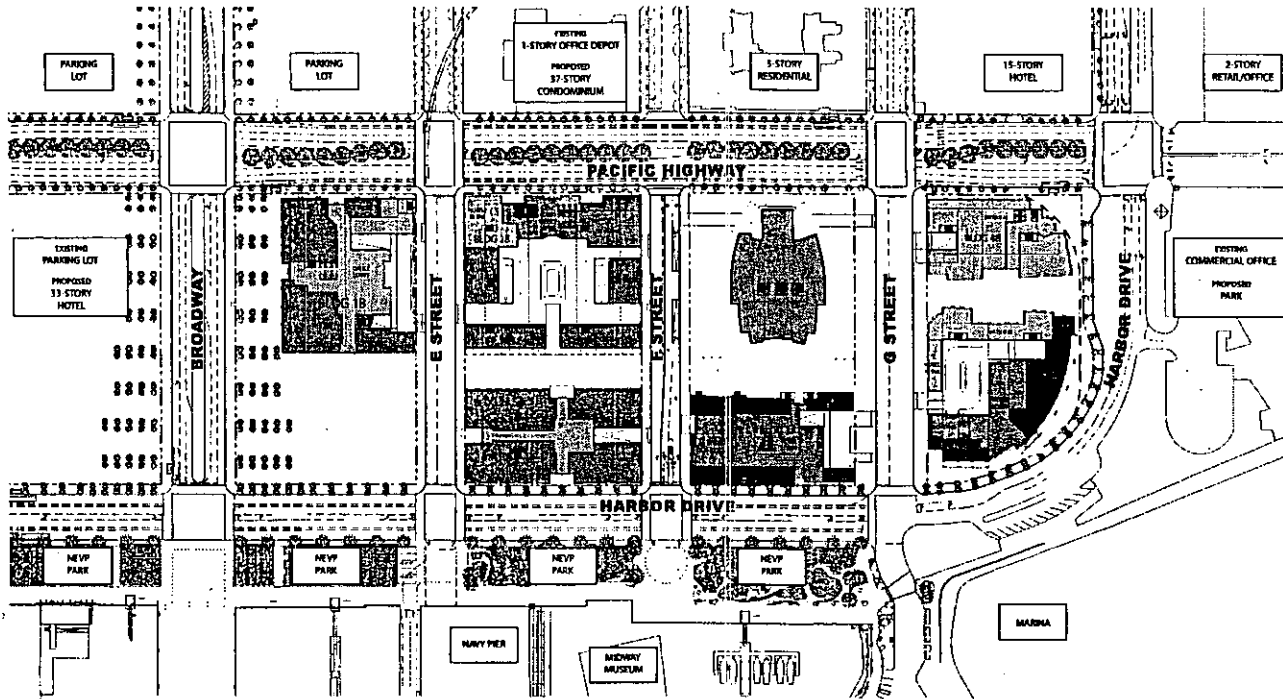
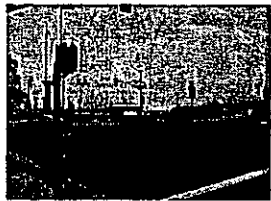
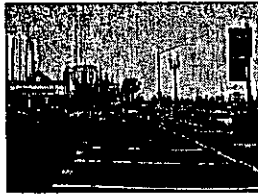
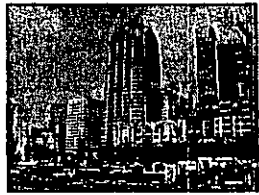
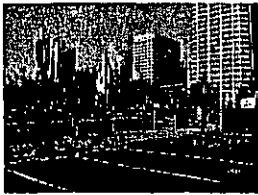
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				SF	SF	SF	SF	Area	Cars	SF	Module	SF	SF	SF	Attractions	SF	1.00	1.23	4.00	0.75		1,388	782
2																							
2A	200.00'		200.00'	239,760	0	56,775	296,535			0	0	0	0	0	0	284,335	297	0	0	0	0	297	248
		Mech	33.50'	200.00'												0							
		Condo Office	12th	13.50'	180.00'	12,200	12,200																
		Condo Office	12th	13.50'	166.50'	12,200	12,200									12,200							
		Condo Office	11th	13.50'	153.00'	13,760	13,760									13,760							
		Condo Office	10th	13.50'	139.50'	13,760	13,760									13,760							
		Condo Office	9th	13.50'	126.00'	13,760	13,760									13,760							
		Condo Office	8th	13.50'	112.50'	13,760	13,760									13,760							
		Condo Office	7th	13.50'	99.00'	13,760	13,760									13,760							
		Condo Office	6th	13.50'	85.50'	13,760	13,760									13,760							
		Condo Office	5th	13.50'	72.00'	37,600	37,600									37,600							
		Condo Office	4th	13.50'	58.50'	37,600	37,600									37,600							
		Condo Office	3rd	13.50'	45.00'	37,600	37,600									37,600							
		C. Office/Retail	2nd	13.50'	31.50'	20,000	17,600									37,600							
		Lobby/Retail	Ground	18.00'	18.00'		39,175									39,175							
		P1	10.00'	0.00'				51,000	118														118
		P2	10.00'	-10.00'				51,000	130														130
		Foundation		-20.00'																			
2B	350.00'		350.00'	354,324	0	30,000	384,324			548,326	943	7,500	555,826	0	0	940,150	384	0	0	707	0	1,092	534
		Mech	29.50'	350.00'																			
		Condo Hotel	28th	15.00'	320.50'					25,172	46		25,172			25,172							
		Condo Hotel	27th	10.00'	305.50'					25,172	46		25,172			25,172							
		Condo Hotel	26th	10.00'	395.50'					25,172	46		25,172			25,172							
		Condo Hotel	25th	10.00'	285.50'					25,172	46		25,172			25,172							
		Condo Hotel	24th	10.00'	275.50'					25,172	46		25,172			25,172							
		Condo Hotel	23rd	10.00'	265.50'					25,172	46		25,172			25,172							
		Condo Hotel	22nd	10.00'	255.50'					25,172	46		25,172			25,172							
		Condo Hotel	21st	10.00'	245.50'					25,172	46		25,172			25,172							
		Condo Hotel	20th	10.00'	235.50'					25,172	46		25,172			25,172							
		Condo Hotel	19th	10.00'	225.50'					25,172	46		25,172			25,172							
		Condo Hotel	18th	10.00'	215.50'					25,172	46		25,172			25,172							
		Condo Hotel	17th	10.00'	205.50'					25,172	46		25,172			25,172							
		Condo Hotel	16th	10.00'	195.50'					25,172	46		25,172			25,172							
		Condo Hotel	15th	10.00'	185.50'					25,172	46		25,172			25,172							
		Condo Hotel	14th	10.00'	175.50'					25,172	46		25,172			25,172							
		Condo Hotel	13th	10.00'	165.50'					25,172	46		25,172			25,172							
		Condo Hotel	12th	10.00'	155.50'					25,172	46		25,172			25,172							
		Condo Hotel	11th	10.00'	145.50'					25,172	46		25,172			25,172							
		Condo Hotel	10th	10.00'	135.50'					25,172	46		25,172			25,172							
		Condo Hotel	9th	10.00'	125.50'					25,172	46		25,172			25,172							
		Spa	8th	15.00'	115.50'	23,814	23,814			12,586	23		12,586			36,400							
		Hotel Sky Lobby	7th	13.50'	100.50'	24,810	24,810			26,100				7,500	33,600	58,410							
		Condo Office	6th	13.50'	87.00'	64,800	64,800									64,800							
		Condo Office	5th	13.50'	73.50'	64,800	64,800									64,800							
		Condo Office	4th	13.50'	60.00'	64,800	64,800									64,800							
		Conference	3rd	13.50'	46.50'	39,700	39,700									39,700							
		Conference	2nd	15.00'	33.00'	69,600	69,600									69,600							
			Ground	18.00'	18.00'	2,000																	
		P1	10.00'	0.00'						89,560	256												256
		P2	10.00'	-10.00'						89,560	278												278
		Foundation		-20.00'																			

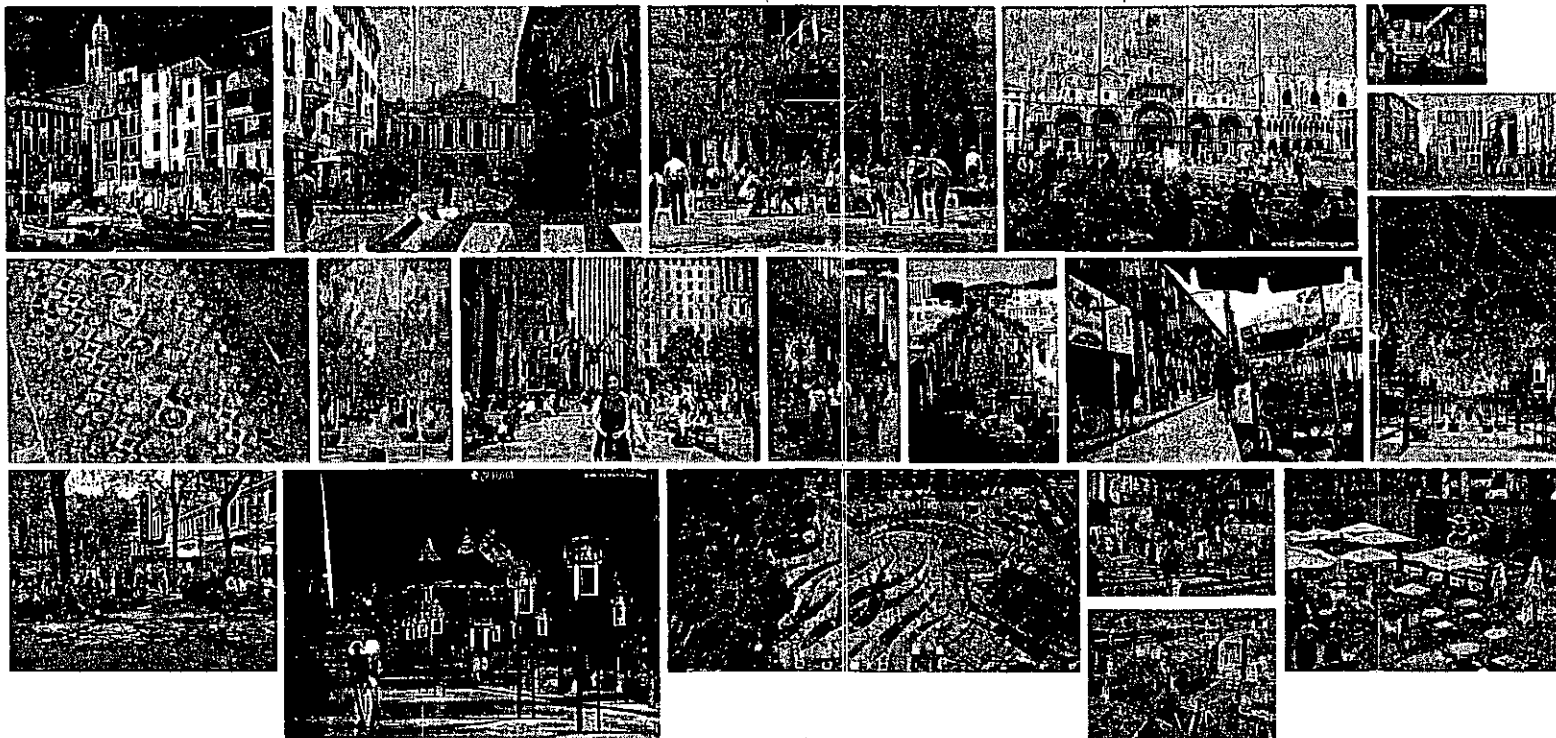
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				SF	SF	SF	SF	Area	Cars	Room /	Retail	SF	SF	SF							
3										Module										658	781
3A	150.00'		150.00'	0	0	0	0													209	322
		Roof	23.50'																		
		10th	10.00'																		
		9th	10.00'																		
		8th	10.00'																		
		7th	10.00'																		
		6th	10.00'																		
		5th	10.00'																		
		4th	11.50'																		
		3rd	11.50'																		
		Ballroom	2nd	25.50'																	
		Ground	18.00'																		
		P1	10.00'					71,775	161												161
		P2	10.00'					71,775	161												161
		Foundation	-20.00'																		
3B	250.00'		250.00'	0	351,000	0	351,000													459	459
		Mech	20.25'																		
		Office	18th	12.75'																	
		Office	17th	12.75'																	
		Office	16th	12.75'																	
		Office	15th	12.75'																	
		Office	14th	12.75'																	
		Office	13th	12.75'																	
		Office	12th	12.75'																	
		Office	11th	12.75'																	
		Office	10th	12.75'																	
		Office	9th	12.75'																	
		Office	8th	12.75'																	
		Office	7th	12.75'																	
		Office	6th	12.75'																	
		Office	5th	12.75'																	
		Office	4th	12.75'																	
		Office	3rd	12.75'																	
		Office	2nd	12.75'																	
		Office	Ground	12.75'																	
		P1	12.00'																		
		P2	9.00'																		
		Foundation	-20.00'																		
		Navy Program																			

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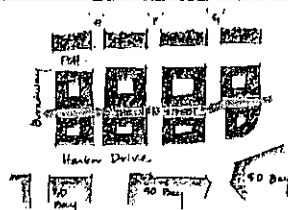
Block			F to F	Height	Office	Office	Office	Total	Parking		Hotel	Room /	Retail	Total	Retail	Public	Total	Office	Navy	Parking Allowed	Hotel	Parking	Total	Provided
					SF	SF	SF	SF	Area	Cars	SF	Module	SF	SF	SF	Attractions	SF							
4																		1.00	1.23	4.00	0.75		274	655
4A	120.00'			120.00'	0	0	0	0			251,500	164	9,220	260,820	9,000	6280	276,100	0	0	36	123	0	159	369
	Condo Hotel	9th	16.00'	120.00'							16,410	20		16,410			16,410							
	Condo Hotel	8th	10.00'	104.00'							16,410	20		16,410			16,410							
	Condo Hotel	7th	10.00'	94.00'							16,410	20		16,410			16,410							
	Spa & Pool	6th	14.00'	84.00'							16,410	26		16,410			16,410							
	Condo Hotel	5th	10.00'	70.00'							29,830	26		29,830			29,830							
	Condo Hotel	4th	10.00'	60.00'							45,330	26		45,330			45,330							
	Condo Hotel	3rd	10.00'	50.00'							45,330	26		45,330			45,330							
	Ballroom	2nd	22.00'	40.00'							51,400			51,400			51,400							
	Lobby/Retail	Ground	15.00'	18.00'							14,070		9,220	23,290	9,000	6,280	38,570							
	P1		10.00'	0.00'					37,333	178														178
	P2		10.00'	-10.00'					37,333	191														191
	Foundation			-20.00'																				
4B	150.00'			150.00'	114,520	0	0	114,520			0	0	0	0	0	33,720	148,240	115	0	0	0	0	115	286
	Mech	24.00'	150.00'																					
	Condo Office	9th	13.50'	126.00'	10,500			10,500									10,500							
	Condo Office	8th	13.50'	112.50'	15,100			15,100									15,100							
	Condo Office	7th	13.50'	99.00'	15,100			15,100									15,100							
	Condo Office	6th	13.50'	85.50'	15,100			15,100									15,100							
	Condo Office	5th	13.50'	72.00'	15,100			15,100									15,100							
	Condo Office	4th	13.50'	58.50'	15,100			15,100									15,100							
	Condo Office	3rd	13.50'	45.00'	26,910			26,910									26,910							
	Museum	2nd	13.50'	31.50'	0			0								8,430	8,430							
	Museum/Office	Ground	18.00'	18.00'	1,610			1,610								25,290	26,900							
	P1		10.00'	0.00'					78,279	130														130
	P2		10.00'	-10.00'					78,279	156														156
	Foundation			-20.00'																				



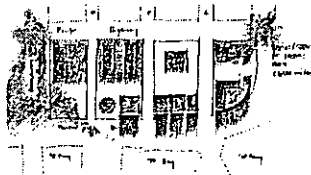


Navy Broadway Complex Urban Design Case Study Images & Project Site Diagrams

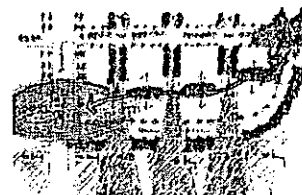
March 26, 2007



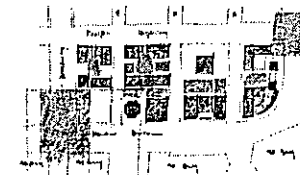
BLOCK MORPHOLOGY



THE CORNICHE

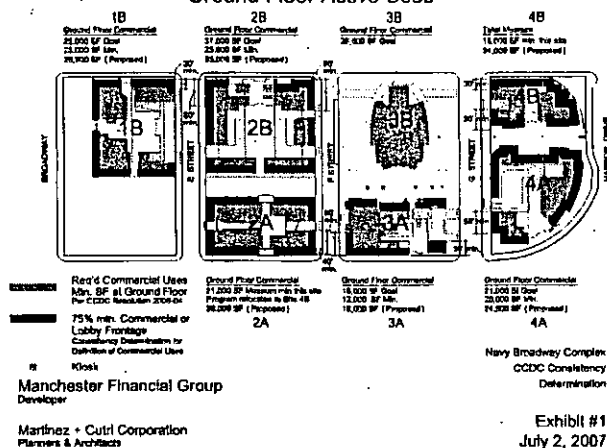


CONNECTIONS

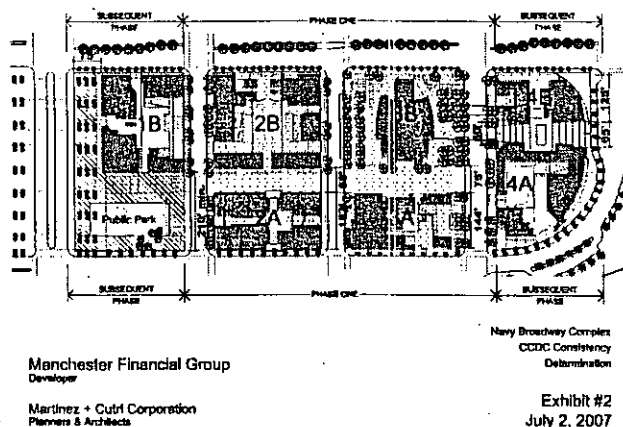


PLACES

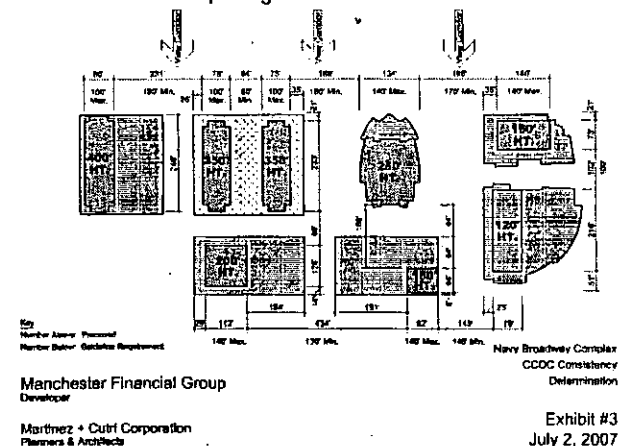
Proposed Ground Floor Active Uses

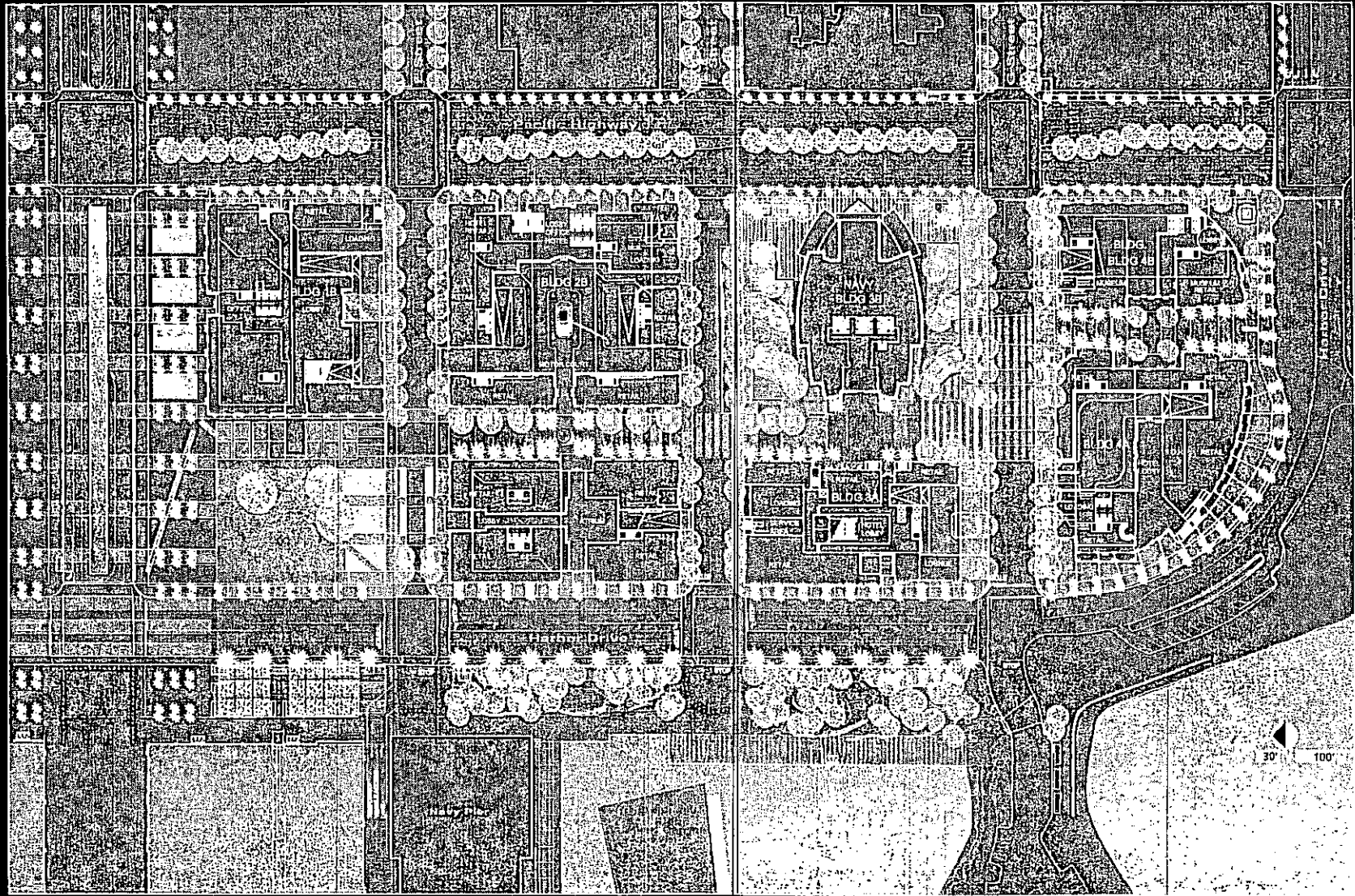


Proposed Site Improvements Phasing Diagram



Proposed Tower Spacing and Widths Above 125'





Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

05.6012.000

Illustrative Landscape Plan

**Master Plan Submittal and Individual Building & Sites
Blocks 2 and 3: Concept - Schematics Submittal**

July 2, 2007

Gensler



Page 12a

00618

Master Plan Landscape Architectural Concept

The composition of buildings and site design, presented as the Manchester Pacific Gateway Master Plan, will establish the public landscape within a hierarchical system of distinct urban spaces and corridors hosting a variety of opportunities for public use and enjoyment. These spaces are linked in sequence through the composition of architectural form, landscape materials, views to site features and distant landmarks. The building's ground floor uses are programmed to enhance the public spaces throughout the day.

The landscape materials (including plants, pavement, furnishings, water fountains, etc.) express the climate and natural character, history, and commitment to the future of San Diego. Outdoor spaces are planned in response to the pattern of sun and shadows and offer inviting places for multiple uses.

Master Plan Streetscape

All pedestrian pavement, street trees and furnishings (tree grates, lights, trash receptacles, etc.) on Broadway, E Street, F Street, G Street, Harbor Drive, as well as the trees and understory planting in the median of Pacific Highway follow the North Embarcadero Visionary Plan (NEVP) and the CCDC Streetscape Manual. Cast-in-place concrete pavement, with street trees in grates, street lights etc. will be around the perimeter of each block, with the exception of Broadway as it is designed as part of the North Embarcadero, and on E Street, F Street, and G Street where the Paseo crosses the roadways.

Master Plan Paseo

The Pedestrian North/South Passage (Paseo) is a unifying series of open spaces linking all four blocks to the adjacent city and urban waterfront.

The Paseo will be paved with rectangular unit pavers that complement those of the NEVP. Additional unit pavers may include stone that matches adjacent building facades or interiors, and meets criteria for strength and slip resistance. The pattern of pavement will be generally orthogonal with variations in response to the definition of public spaces.

Master Plan Plant Palette

The site conditions of this urban waterfront include climatic influences from the Pacific Ocean and San Diego Bay as well as the fact that most of the planting within the property lines (not along the public streets) will be on top of a subterranean parking structure. The palette includes native and non-invasive drought tolerant species known to thrive in these conditions. An automatic irrigation system will serve all planted areas and maintenance will be provided by the property owner.

Plant materials will contribute to the definition of distinct but interrelated public spaces. They will be composed in meaningful groupings at and between the defined public spaces.

Large (growing to 30- 50 feet tall, and 20 to 40 feet in diameter) deciduous and evergreen canopy trees will provide seasonal color and shade. Vertical (15 to 30 feet tall) trees including palms will mark building entrances and frame views. An understory of flowering and evergreen shrubs (2 to 5 feet tall) and groundcover (up to 2 feet tall) will in planting areas below the trees.

Trees include but are not limited to the following:

Aesculus californica, California Buckeye
Archontophoenix cunninghamiana, King Palm
Brahea armata, Blue Hesper Palm
Cercis occidentalis, Western Redbud
Dracaena draco, Dragon Tree
Erythrina caffra, Kaffirboom Coral Tree
Jacaranda mimosifolia, Jacaranda
Liquidambar styraciflua, American Sweetgum
Phoenix canariensis, Canary Island Palm
Phoenix reclinata, Senegal Date Palm
Pinus torreyana, Torrey Pine
Platanus racemosa, California Sycamore
Tipuna tipu, Tipu Tree
Washingtonia robusta, California Fan Palm

Shrubs, Groundcover and Vines include but are not limited to the following:

Agave americana, Century Plant
Bougainvillea 'San Diego Red', Bougainvillea
Carpenteria californica, Anemone
Ceanothus griseus horizontalis, California Creeper
Juniperus 'torulosa', Hollywood Juniper
Oenothera species, Evening Primrose
Romneya coulteri 'White Cloud', Matilija Poppy
Rosa californica, California Rose
Salvia greggii, Autumn Sage
Strelitzia reginae, Bird of Paradise
Trachelospermum jasminoides, Star Jasmine
Wisteria sinensis, Wisteria
Zauschneria californica, California Fuschia

Grasses include but are not limited to the following:

'Marathon I', Standard Tall Fescue
Elymus condensatus, Giant Wildrye
Muhlenbergia rigens, Deer Grass

Master Plan Definition of Public Spaces

Block 1

Site A, on Harbor Drive is the 1.9 acre urban civic park and Broadway streetscape as planned in the NEVP. The ground floor of Tower building 1B is expected to be retail uses with multiple access points between the building and the park to the west and north along Broadway. All landscape elements are to be flush with the adjacent public sidewalk level. Large canopy trees (50 feet to 70 feet in height) are planned above an open lawn. A grove of flowering ornamental trees (30 feet to 60 feet in height) are aligned along the building site and marking the northern portion of the Paseo. A variety of uses identified in CCDC's workshops will be located within gardens along Broadway and E Street.

The pavement material and pattern will extend from Broadway south across the block linking the Paseo to Broadway and the North Embarcadero. The unit pavers will be installed in E Street further defining the pedestrian crossing. The sidewalks on E Street west of the Paseo to Harbor Drive will be widened and designed as an extension of the pedestrian open space.

Block 2

The Paseo, between E Street and F Street is lined with ground floor retail and grand entrances to the buildings at mid-block. This axis point on the Paseo is marked with a fountain and groupings of vertical trees. The pavement pattern at the axis is the terminus of the pattern extending south from Broadway. A transitional pavement stretches east/west linking the interior courts of building 2A and 2B. South of the mid-block square the pavement pattern changes to a motif that extends across F Street, Block 3, G Street to Museum Square.

The width of pavement encourages cafes and active retail interchange. An alley of canopy trees accentuate the spatial character, provide mid-day shade and draw the scale down to the pedestrian level. Raised planters are designed to provide seating and healthy plant growth of trees to complement seating areas along the Paseo. The composition of trees may be asymmetrical with evergreen vertical palms on the west side (east facing façade) and flowering shade trees on the east (west facing façade).

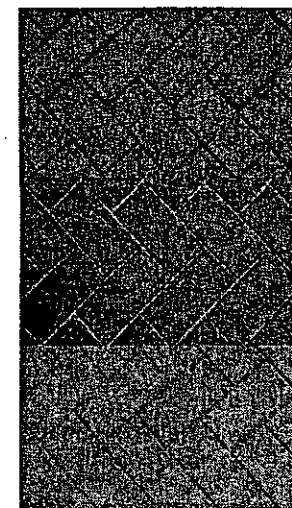
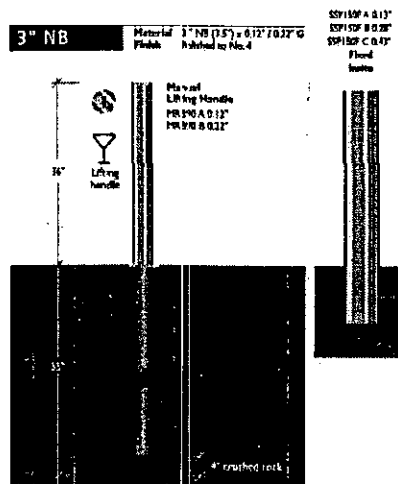
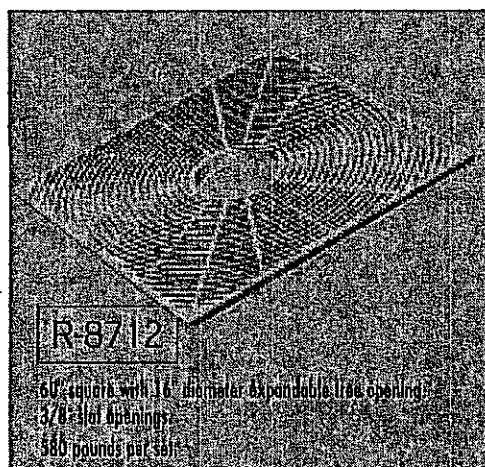
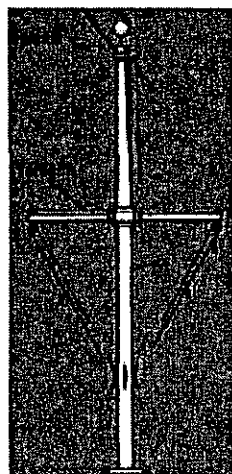
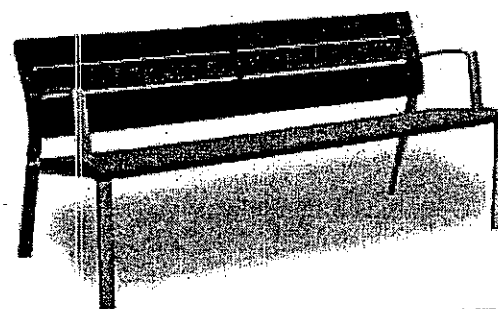
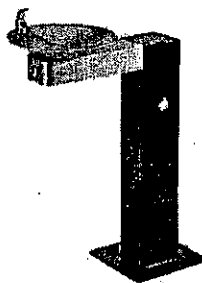
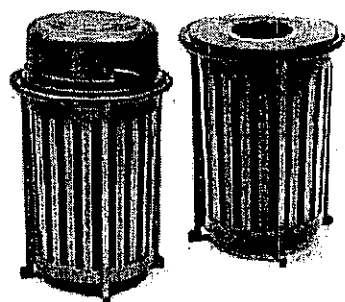
Block 3

The Paseo through Block 3 (detailed below) is aligned with Block 2. A mid-block space (Navy Square) is defined between the entrances of the two buildings with a change in the pavement pattern, the composition of trees in raised planters, flagpoles, and the opening of the vertical trellis structure. The Paseo widens at the southern portion of Block 3 at G Street. A curved planter/fountain serves to define the space and orients pedestrian movement to the retail activities in the building to the west and the Paseo. Seating offered in the plaza is oriented to take advantage of the view southwest to the G Street Mole and the harbor. The forms and materials fit into the composition of the whole NAB site.

Block 4

The Paseo pavement extends across G Street to Block 4. The Paseo alignment shifts to the west at the fountain transition plaza on Block 3. The Paseo through Block 4 links the sequence of spaces and creates a dynamic zone for public activity outside the museum and retail ground floor building uses. It is anticipated that this corridor will also serve as emergency vehicle access to the Block. Museum Square, at mid-block between the buildings, is marked by a distinction in pavement pattern and canopy tree planting at the corners. This space is positioned for good views south to the future Port of San Diego's park and west across the harbor.

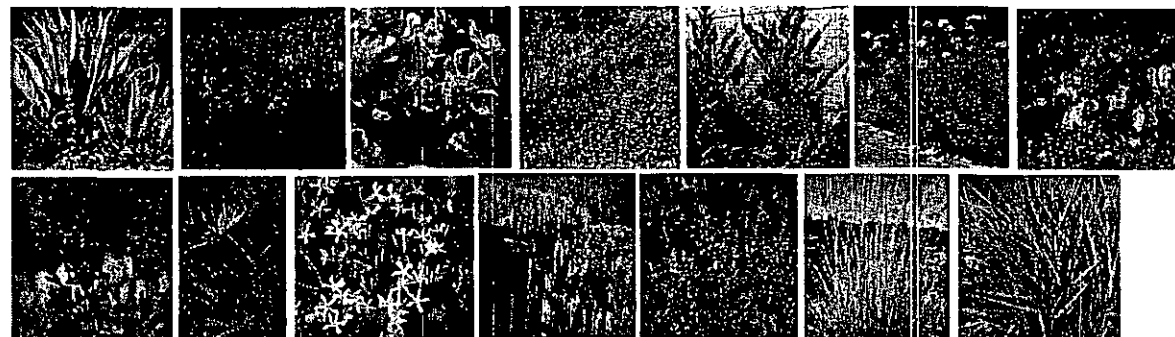
Pacific Harbor Crossing is at the northwest corner of Pacific Highway and Harbor Drive. It is the southern entry to the Paseo and Pacific Gateway. The pedestrian space is adjacent to busy intersection inviting motorists to see pedestrian activity outside the museum, retail shops and cafes. The composition of planting and pavement frames public views and physical access to building entrances. This south facing space is defined by a double row of palm trees on Harbor Drive and a parallel row of canopy trees. A water fountain near the corner will be a landmark between the Old Police Station Headquarters and Pacific Gateway, it will activate the site with sound and reflected light.



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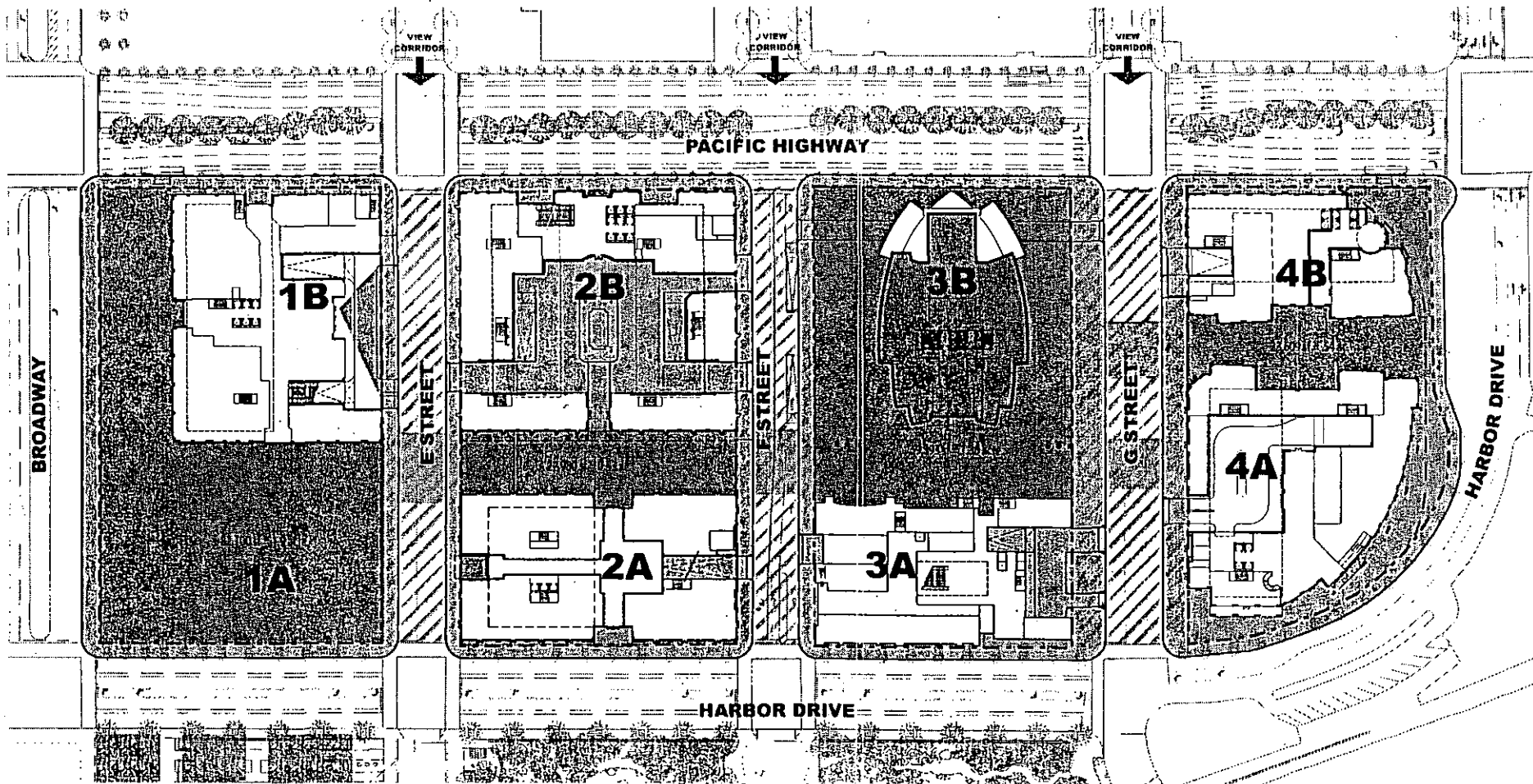
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Cercis occidentalis, Western Redbud
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Jacaranda mimosifolia, Jacaranda
Liquidambar styraciflua, American Sweetgum
Phoenix canariensis, Canary Island Palm
Phoenix reclinata, Senegal Date Palm
Pinus torreyana, Torrey Pine
Platanus racemosa, California Sycamore
Tipuna tipu, Tipu Tree
Washingtonia robusta, California Fan Palm



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Bougainvillea 'San Diego Red', Bougainvillea
Carpenteria californica, Anemone
Ceanothus griseus horizontalis, California Creeper
Juniperus 'torulosa', Hollywood Juniper
Oenothera species, Evening Primrose
Romneya coulteri 'White Cloud', Matilija Poppy
Rosa californica, California Rose
Salvia greggii, Autumn Sage
Strelitzia reginae, Bird of Paradise
Trachelospermum jasminoides, Star Jasmine
Wisteria sinensis, Wisteria
Zauschneria californica, California Fuschia

Grasses include but are not limited to the following:
'Marathon I', Slender Tall Fescue
Elymus condensatus, Giant Wildrye
Muhlenbergia rigens, Deer Grass





Project Area = 12.07 acres
 Public Open Space = 4.21 acres
 Additional Open Space = 0.32 acres
 Total Open Space = 4.53 acres
 Total Open Space = 37.5% of Developed Area

- 1.00' = 100' (Scale)
- 2.00' = 200' (Scale)
- 3.00' = 300' (Scale)
- 4.00' = 400' (Scale)
- 5.00' = 500' (Scale)
- 6.00' = 600' (Scale)
- 7.00' = 700' (Scale)
- 8.00' = 800' (Scale)
- 9.00' = 900' (Scale)
- 10.00' = 1000' (Scale)

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Public Open Space Plan

Master Plan Submittal and Individual Building & Sites
 Blocks 2 and 3: Concept - Schematics Submittal

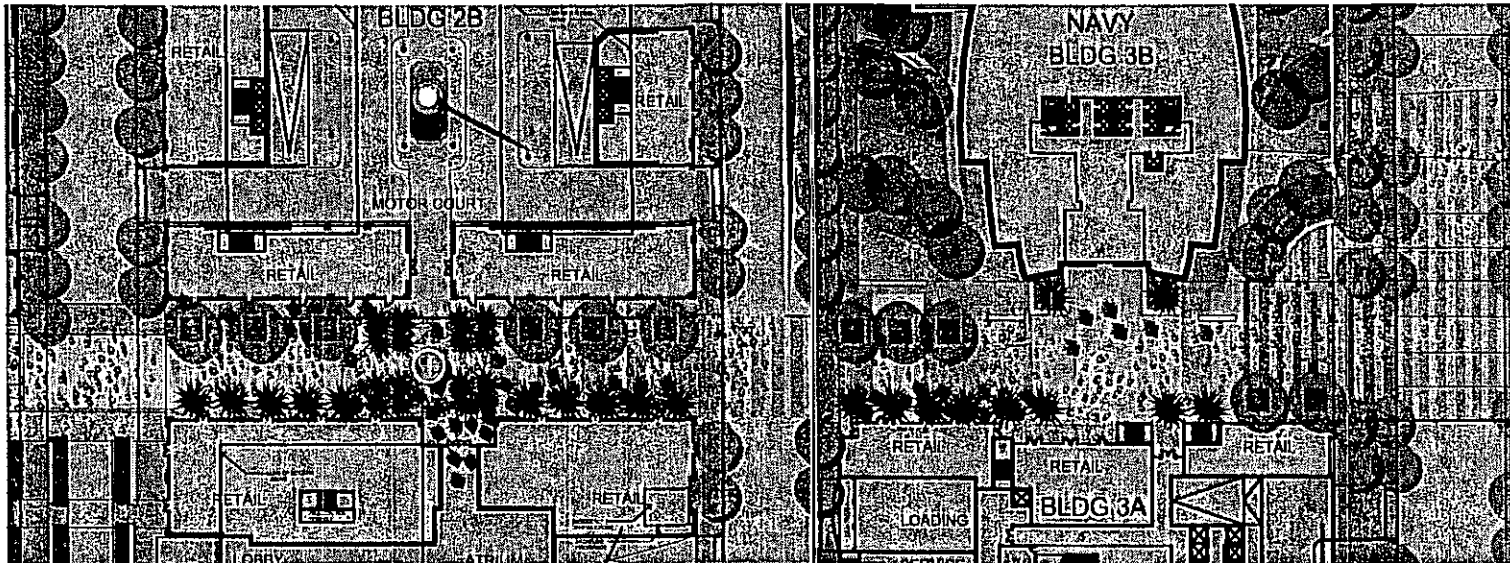
July 2, 2017

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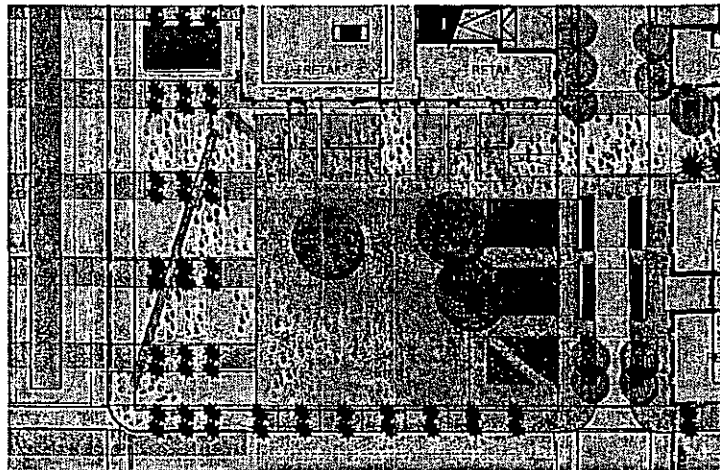


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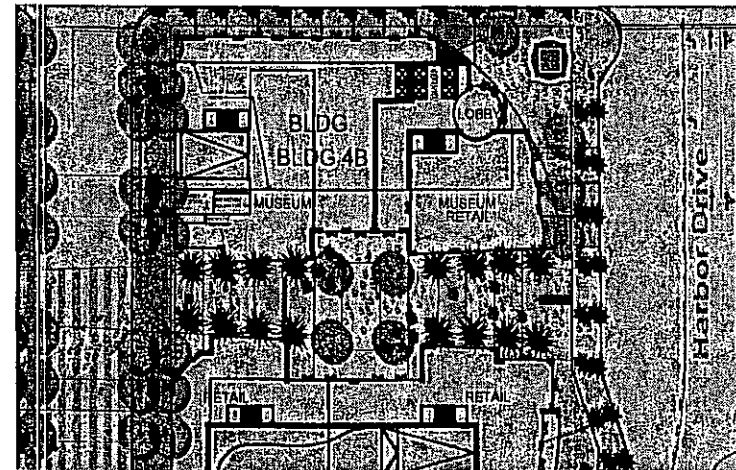
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1. E Street to G Street

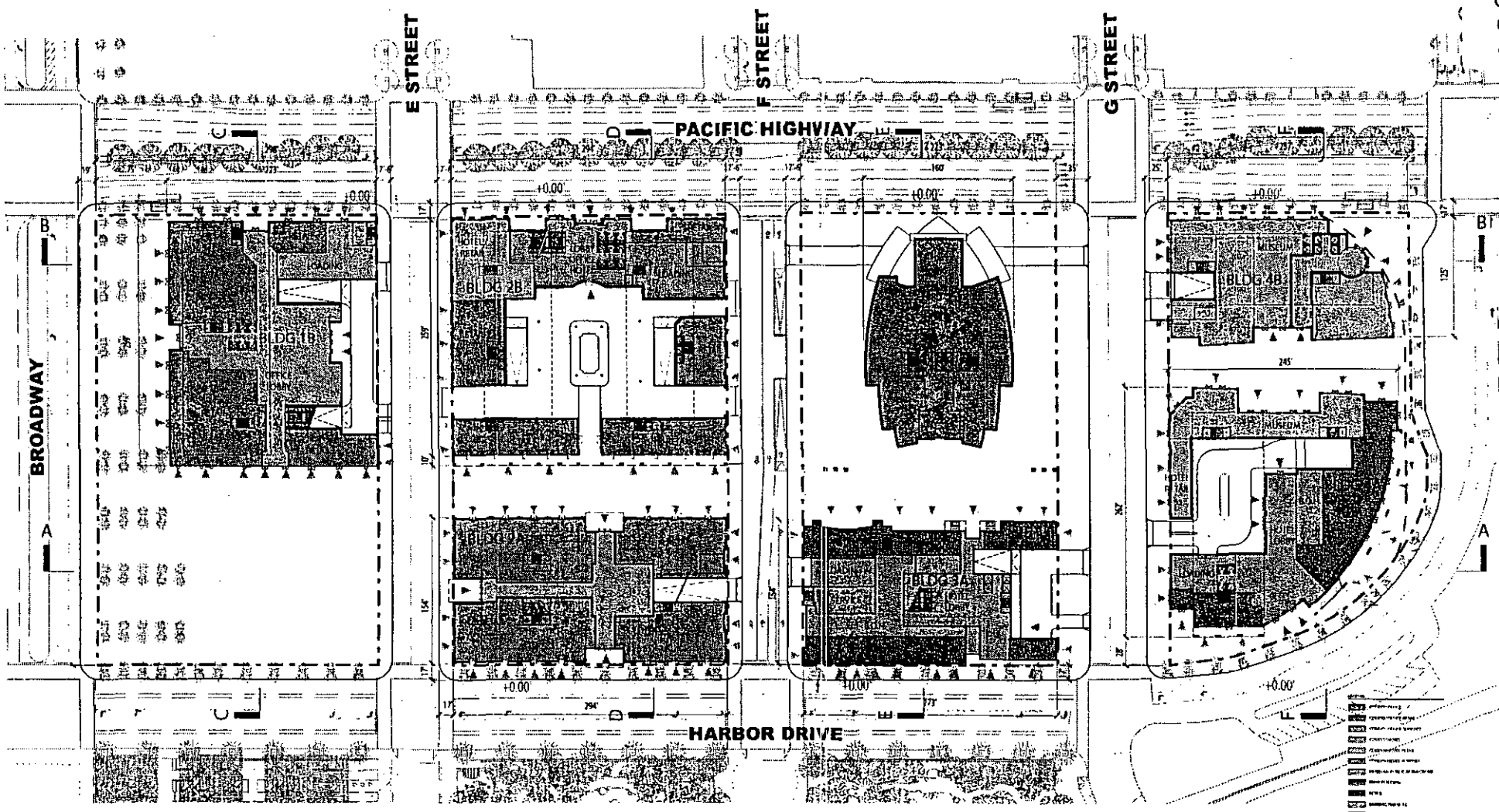


2. Broadway to E Street



3. G Street to Harbor Drive

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Ground Floor Plan

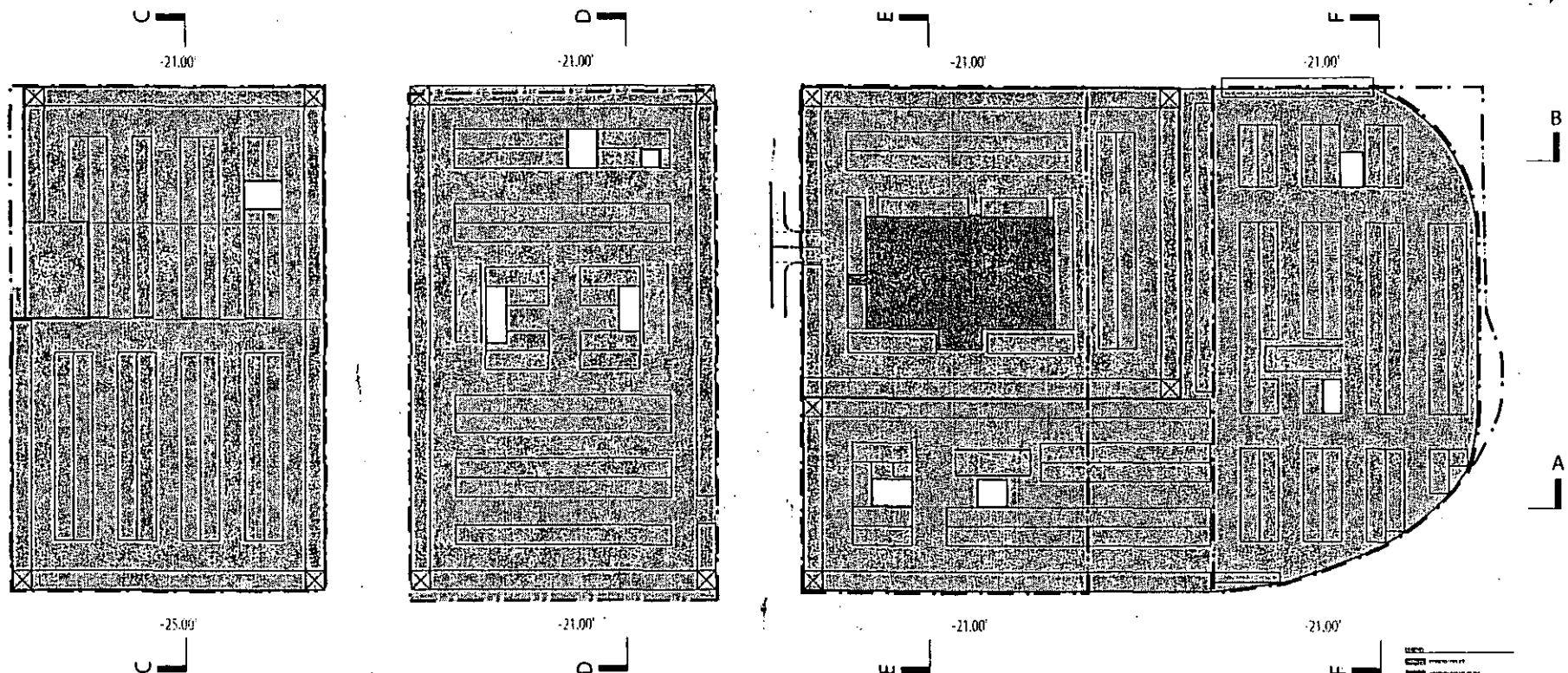
Master Plan Submittal and Individual Building & Sites
Blocks 2 and 3: Concept - Schematics Submittal

Scale 1" = 100'
July 2, 2007



	Parcel	Cars
Phase 1	3B	43
	3A	32
	2A	24
	2B	53
Phase 2	1A&B	71
	4A	36
	4B	28
	Total	298

Gensler

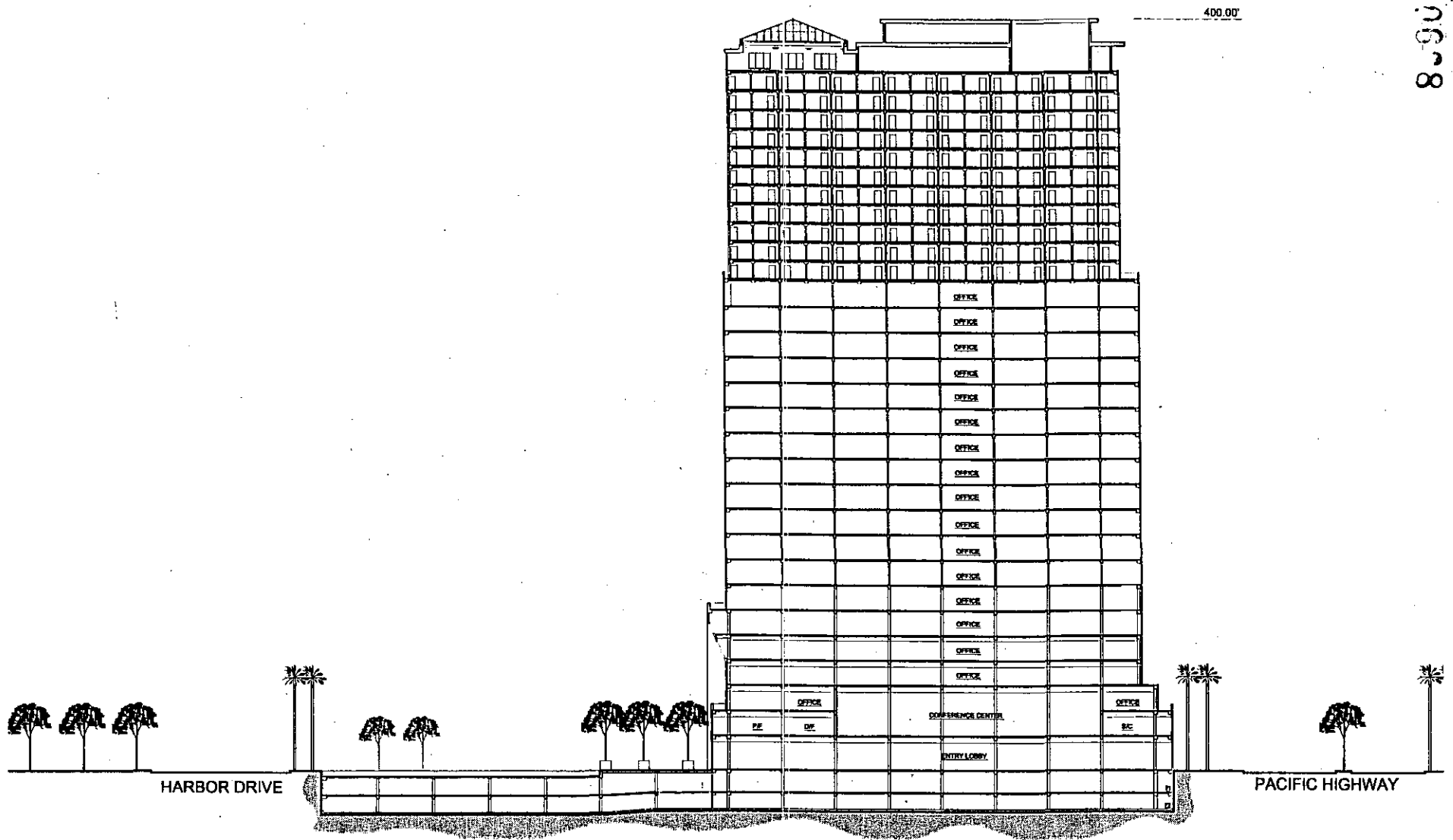


Parcel	Office	Navy ¹	Hotel	Retail	Total
1B	500	0	208	0	708
2A	297	0	0	0	297
2B	384	0	707	0	1,091
3A	0	0	145	64	209
3B	0	459	0	0	459
4A	0	0	123	35	158
4B	115	0	0	0	115
Total	1,296	459	1,181	100	3,035

	Parcel	Cars
Phase 1	3B	450
	3A	322
	2A	248
	2B	634
Phase 2	1A&B	770
	4A	369
	4B	285
	Total	2,988

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Site Section 1/AR

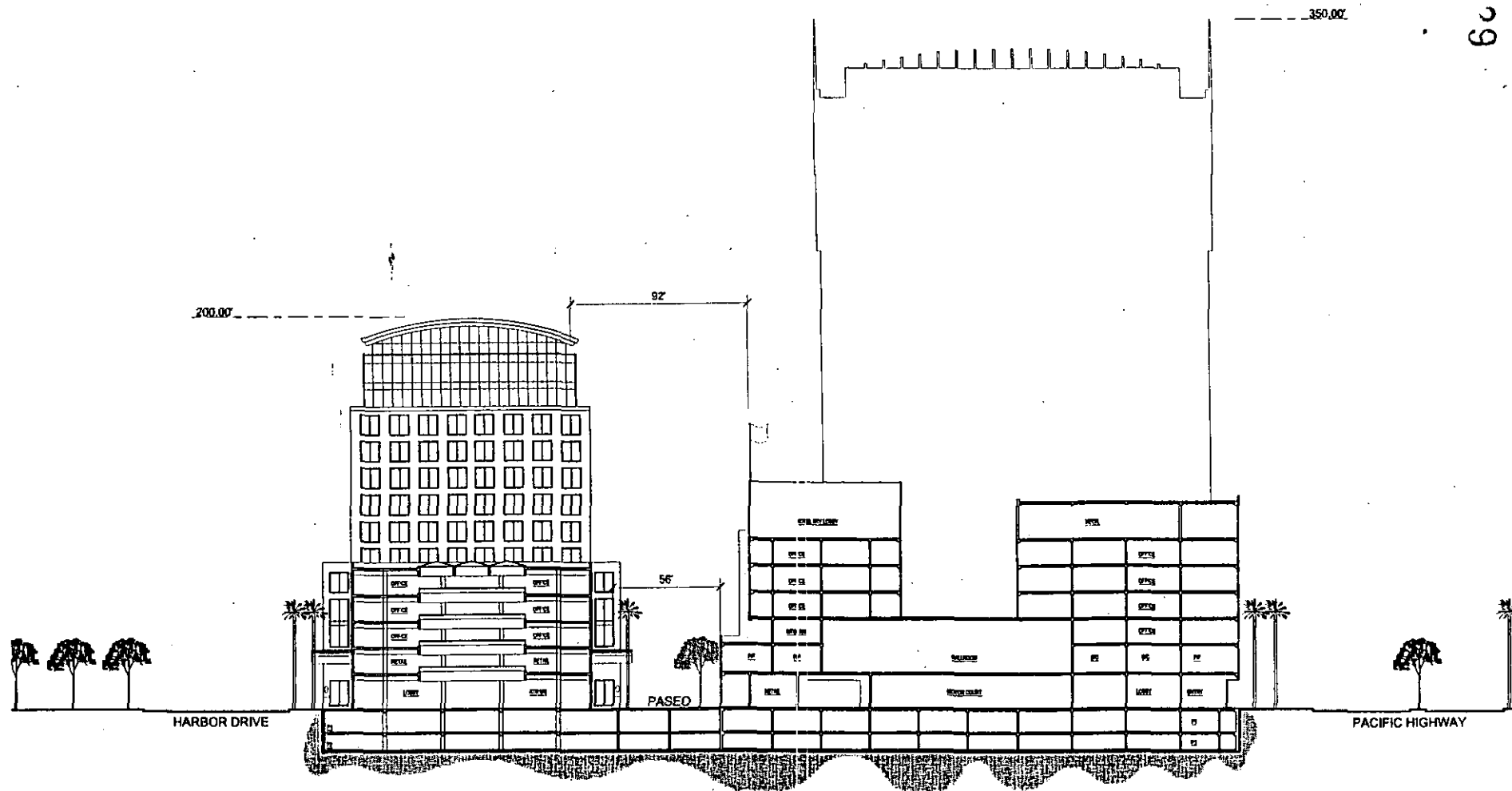
Master Plan Submittal and Individual Building & Sites
Blocks 2 and 3: Concept - Schematics Submittal

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July 2, 2007

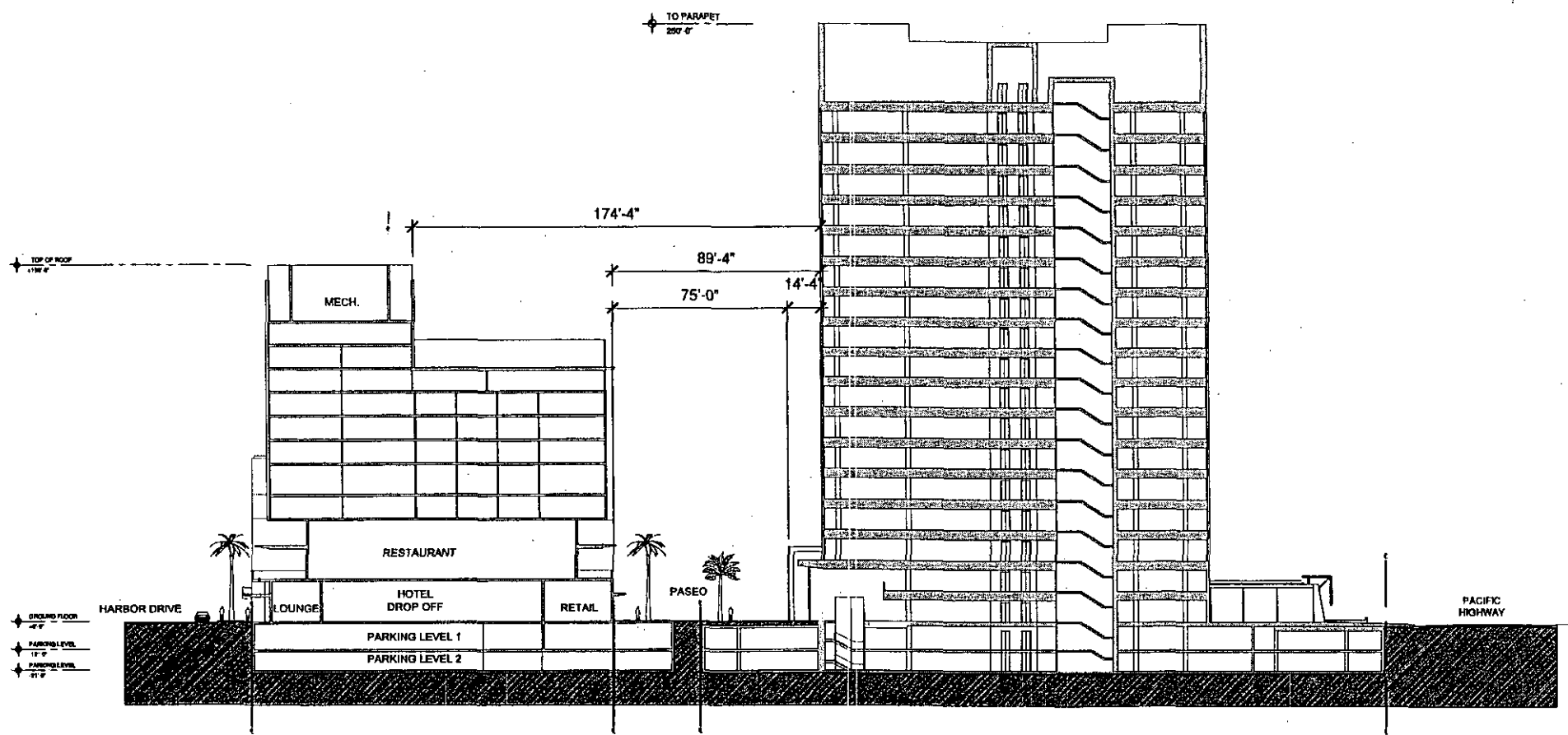


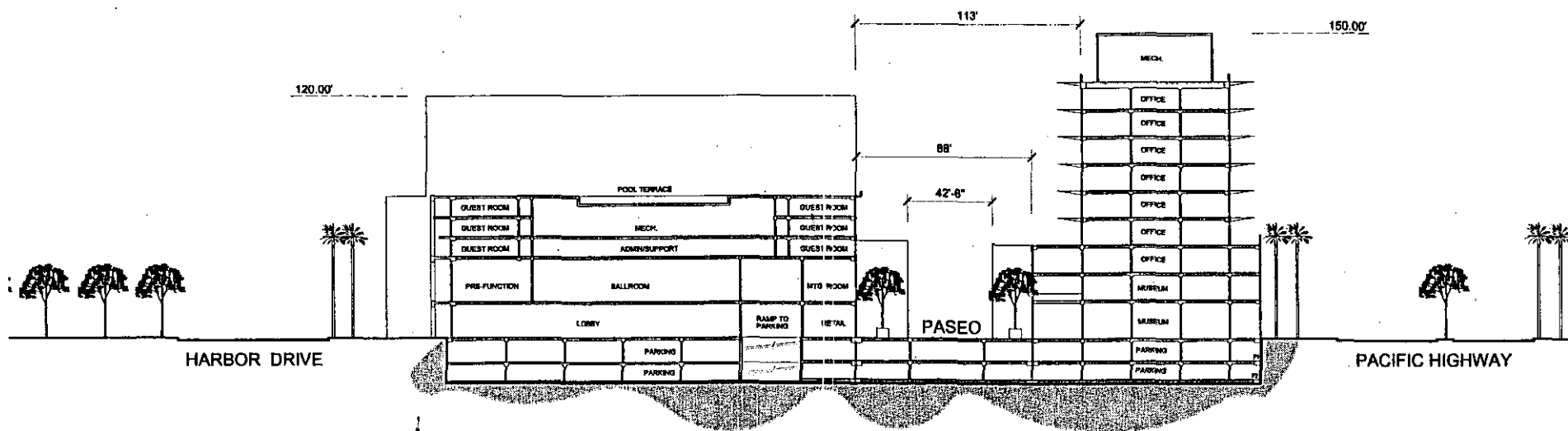
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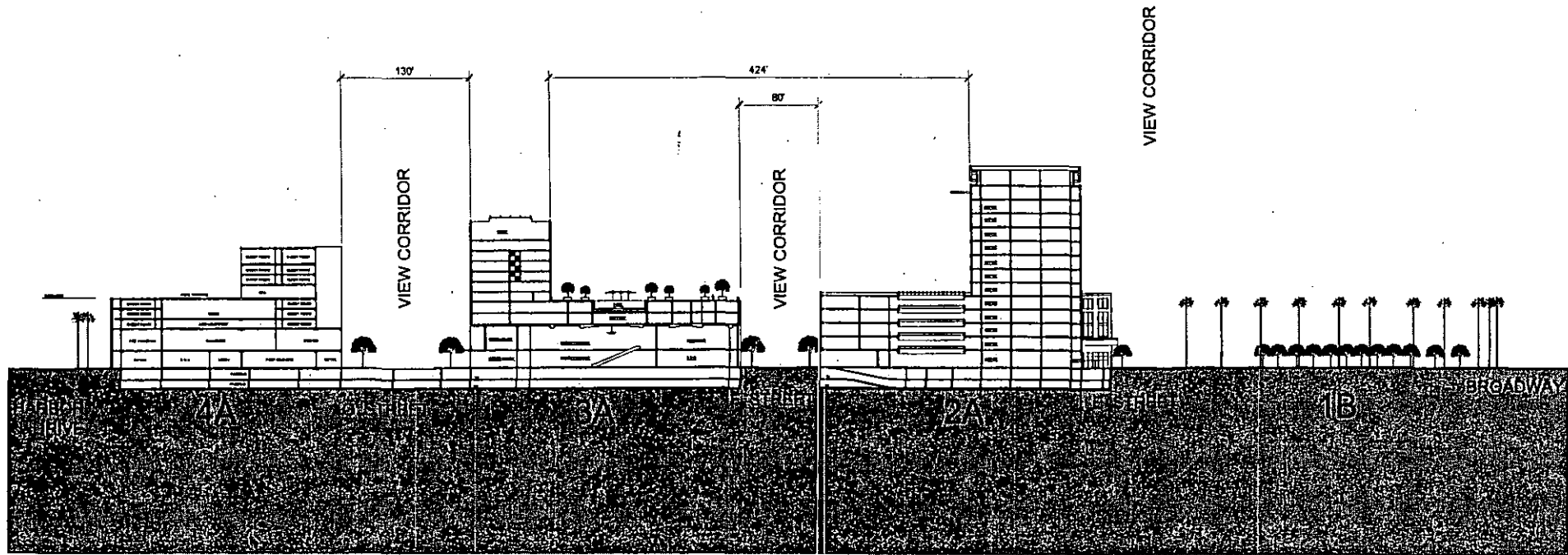


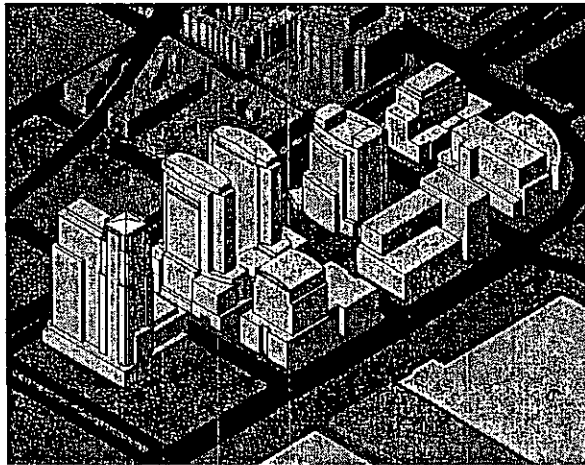
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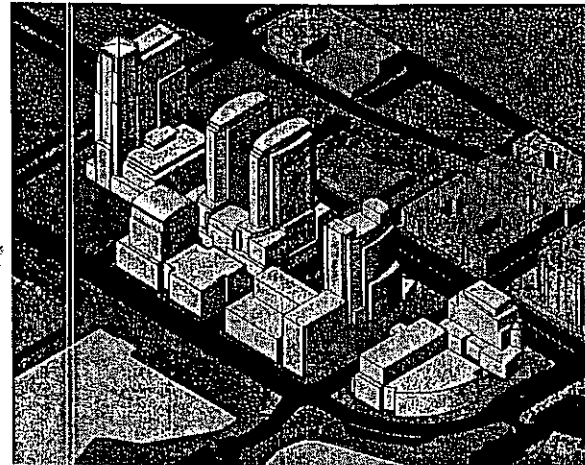


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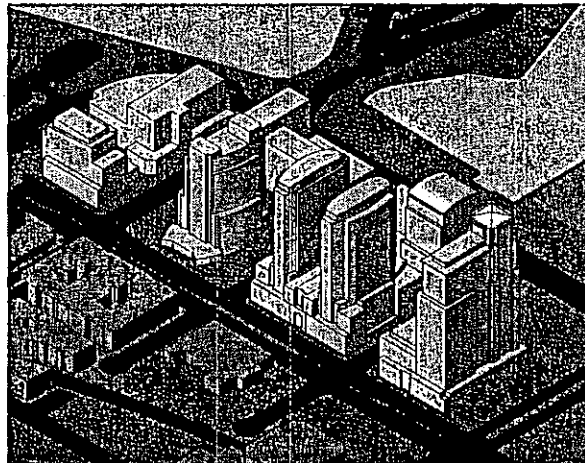




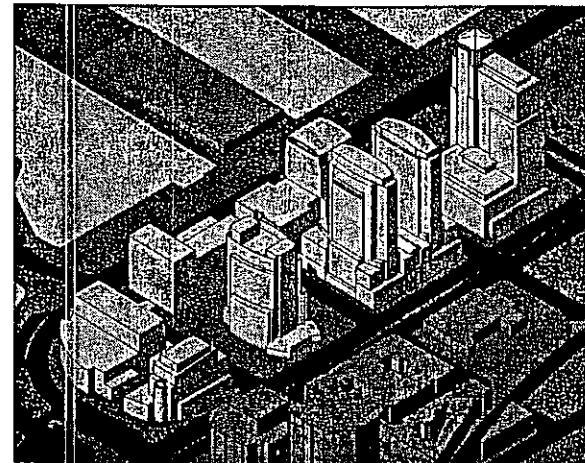
Massing Study: View to Southeast



Massing Study: View to Northeast

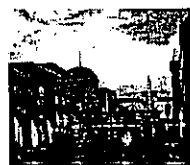


Massing Study: View to Southwest

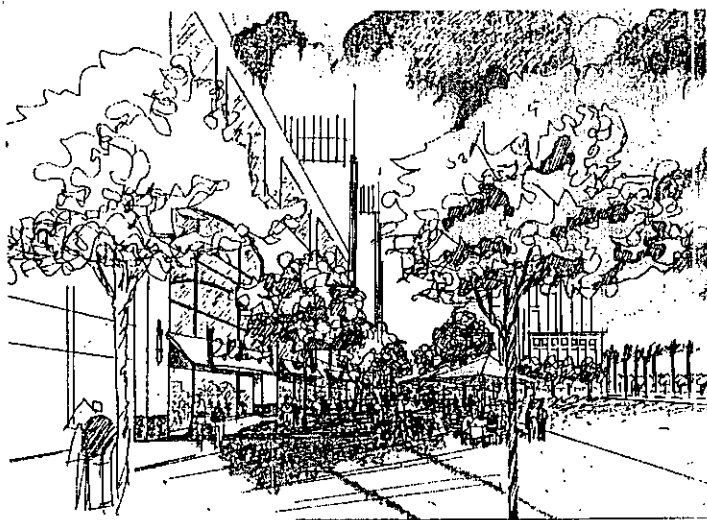


Massing Study: View to Northwest

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Character Shots



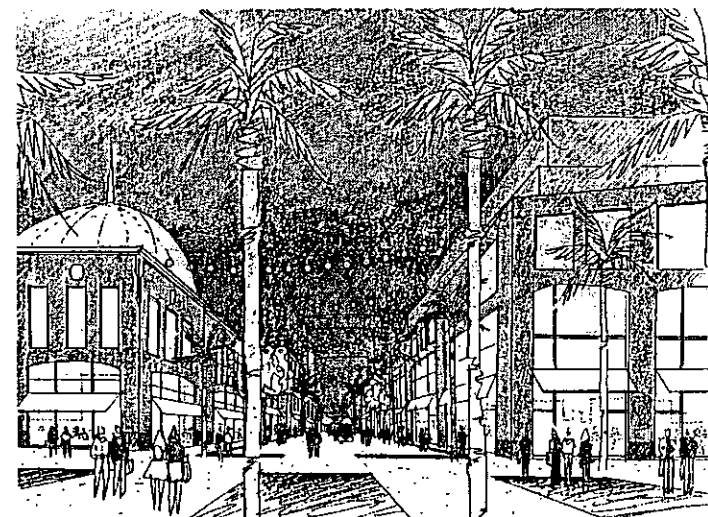
Site 1AB



Site 2AB



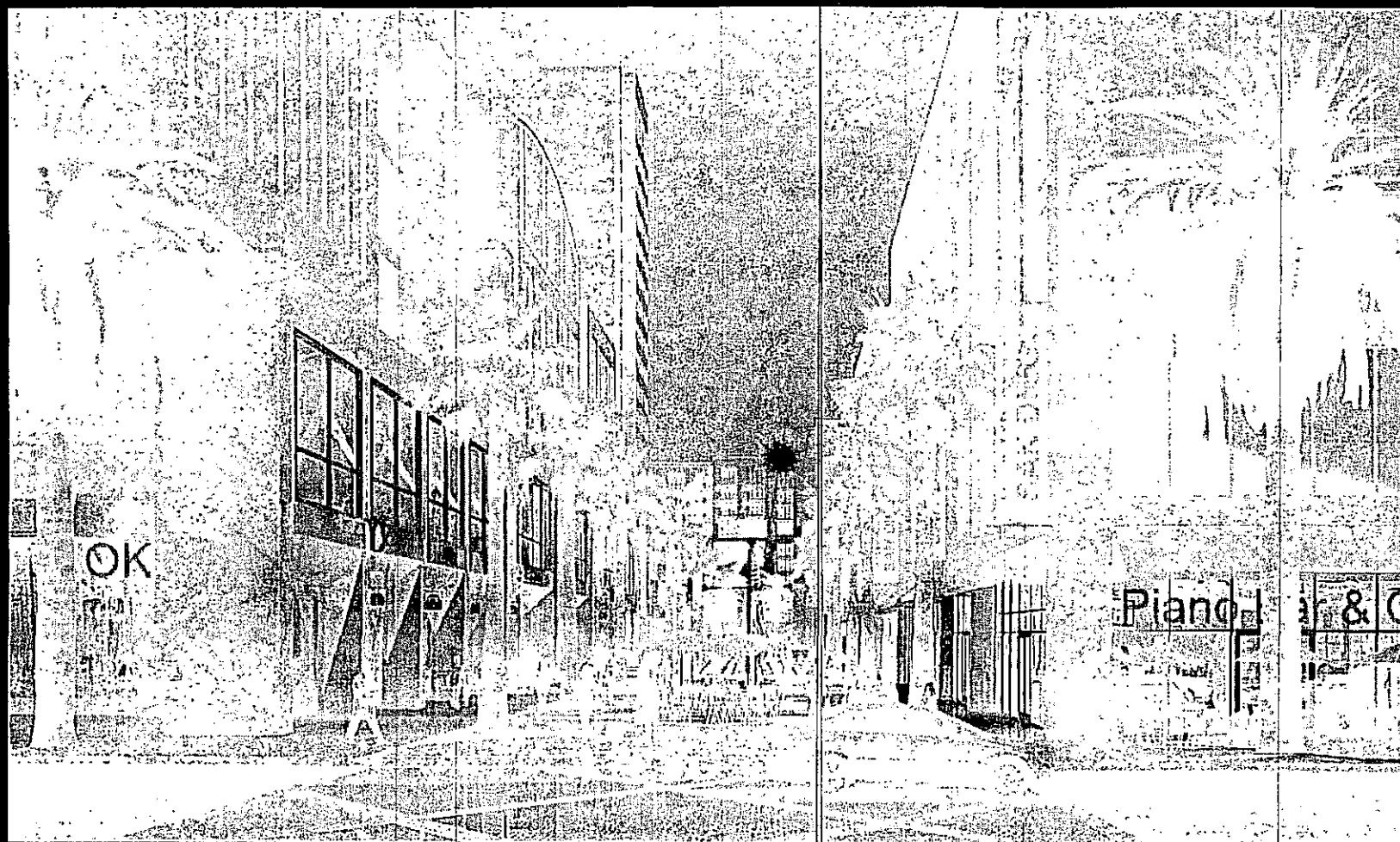
Site 3AB



Site 4AB

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Panor Rendering facing South

Master Plan Submittal Blocks 2 and 3

Concept - Schematics Submittal



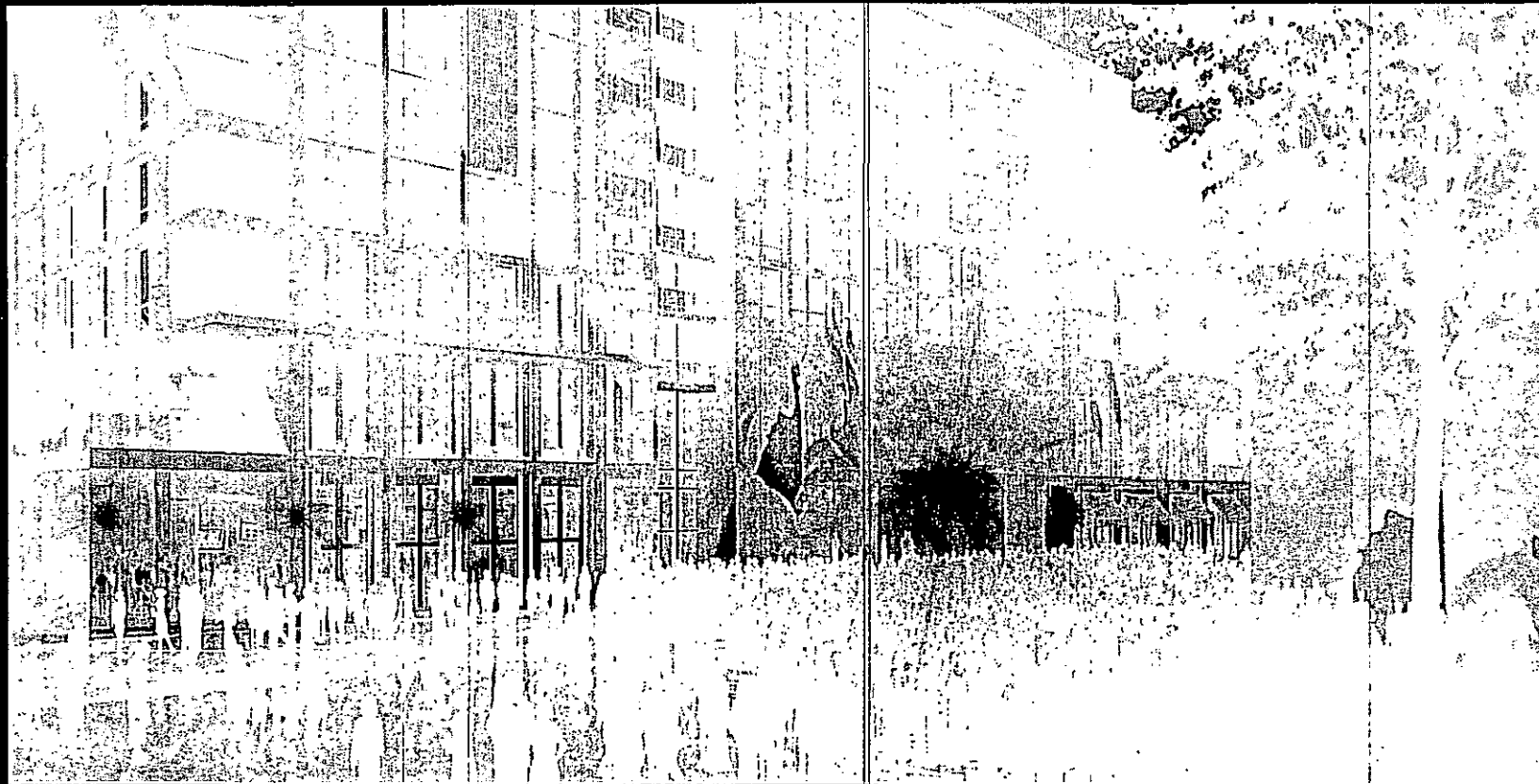
July 2, 2007 | Gensler



WRT

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Panor Rendering facing North

**Master Plan Submittal Blocks 2 and 3
Concept - Schematics Submittal**

July 2, 2007

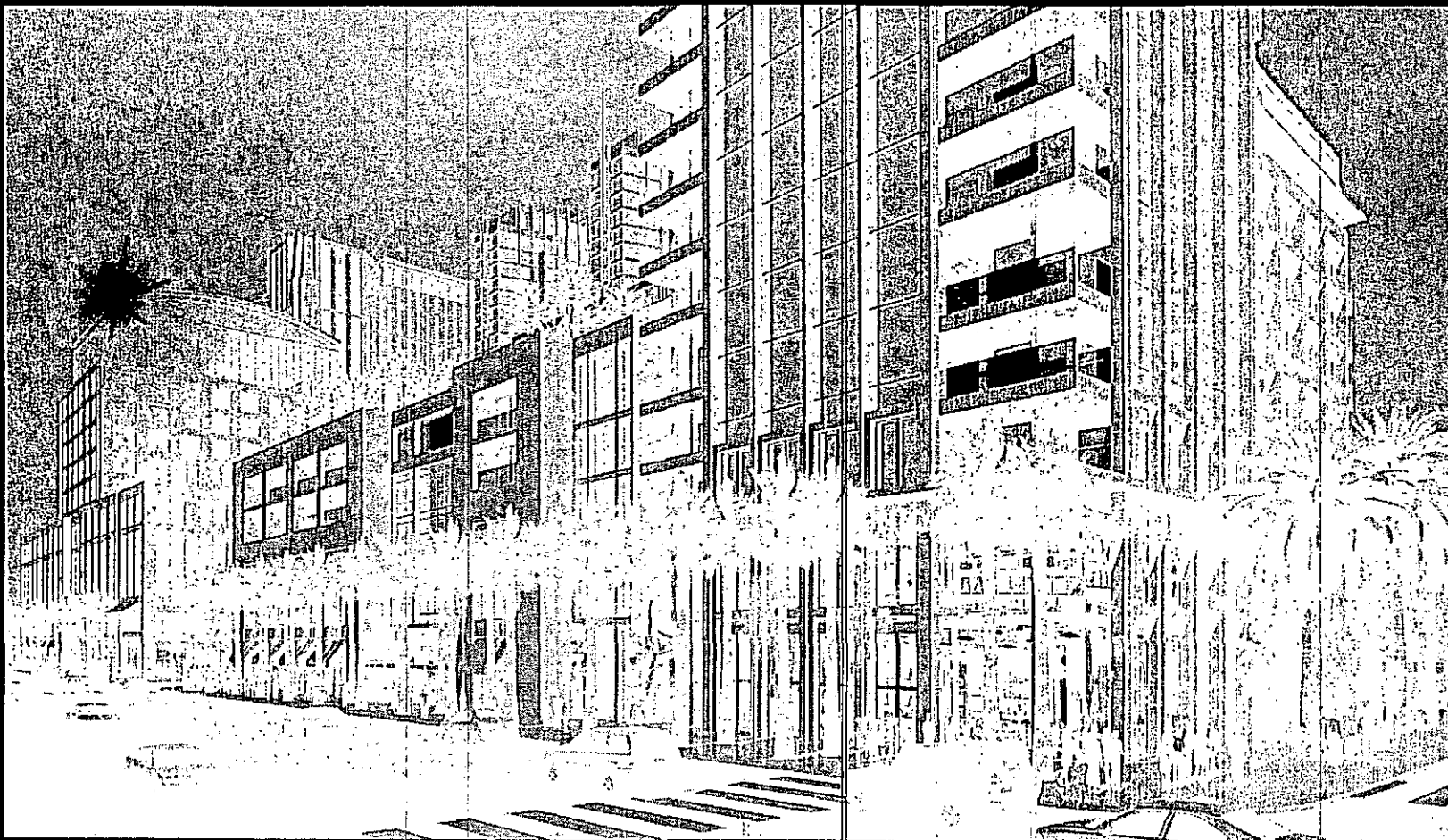
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San Diego, CA

05.6012.000

Harbor Drive Rendering facing Northeast

Master Plan Submittal Blocks 2 and 3

Concept - Schematics Submittal

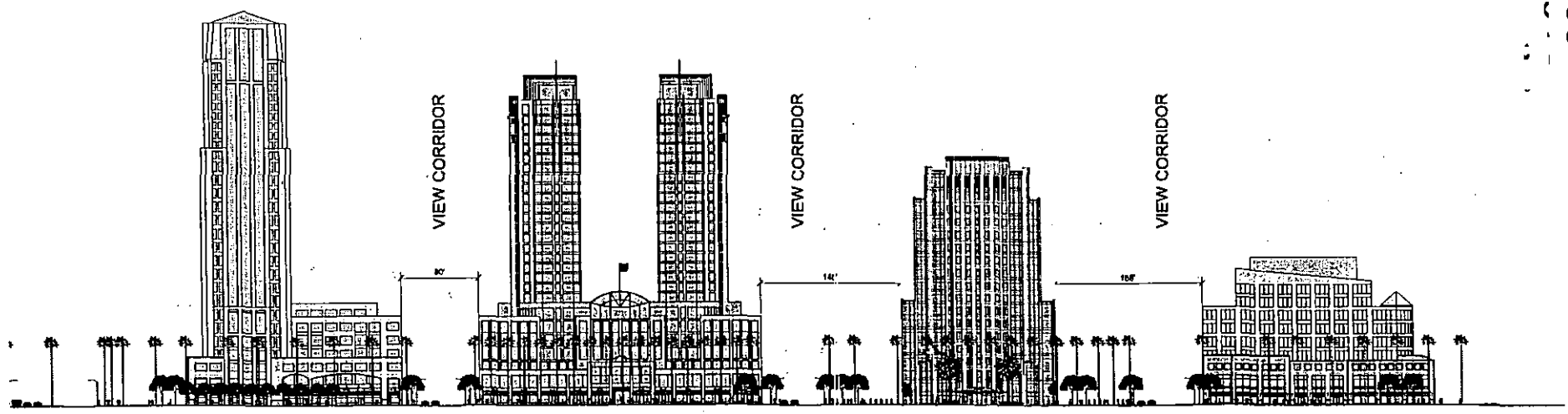
July 2, 2007


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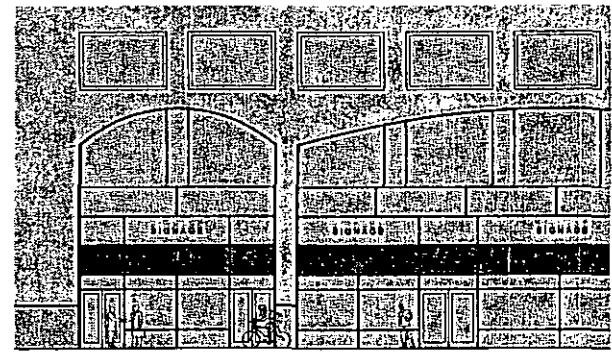

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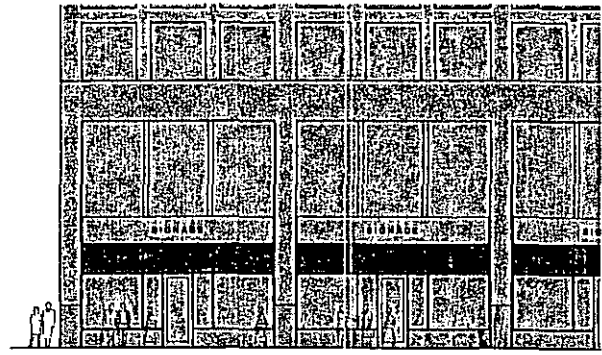
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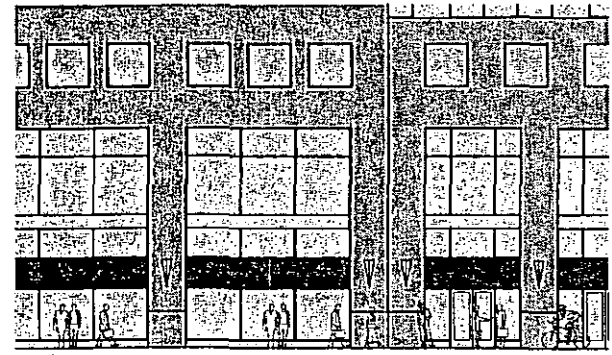
BROADWAY
1B
E STREET
2B
F STREET
3B
G STREET
4B
HARBOR DRIVE



DETAIL ELEVATION - 1B SCALE: 1/16" = 1'-0"

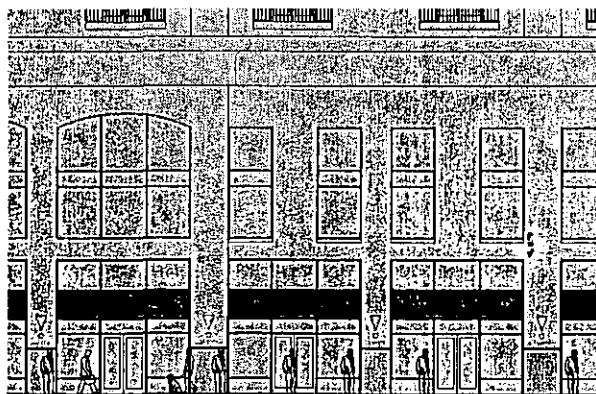
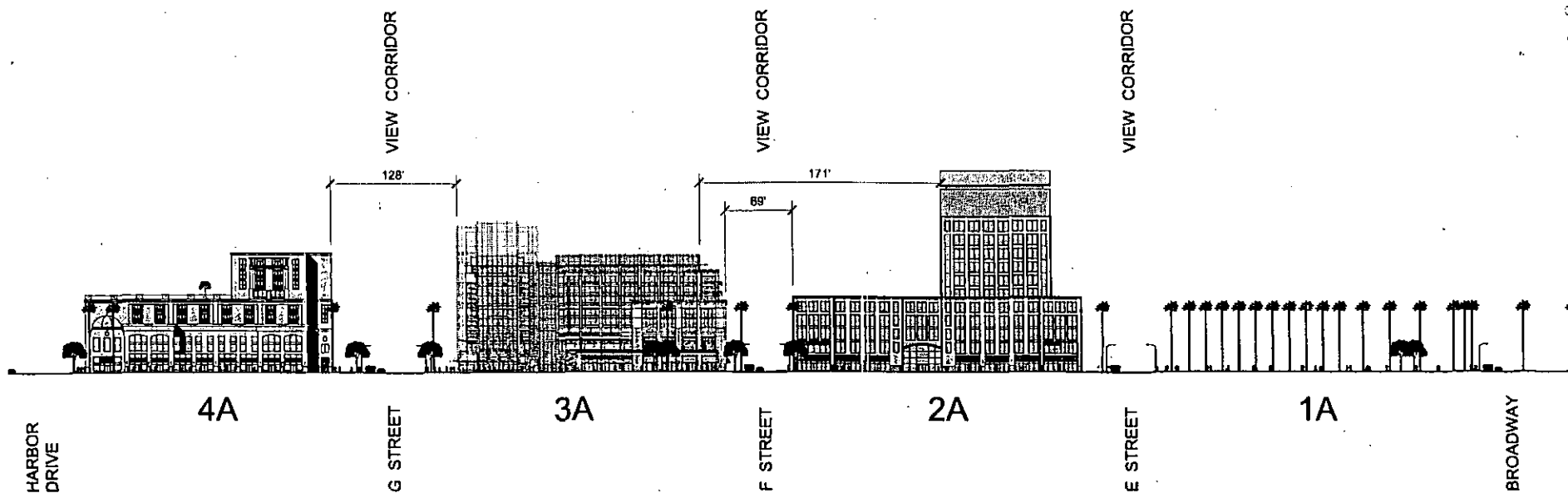


DETAIL ELEVATION - 2B SCALE: 1/16" = 1'-0"

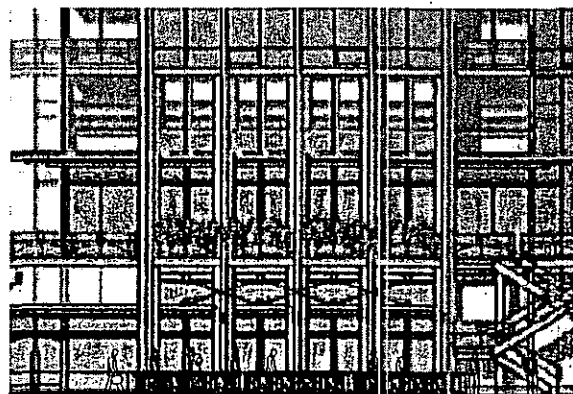


DETAIL ELEVATION - 4B SCALE: 1/16" = 1'-0"

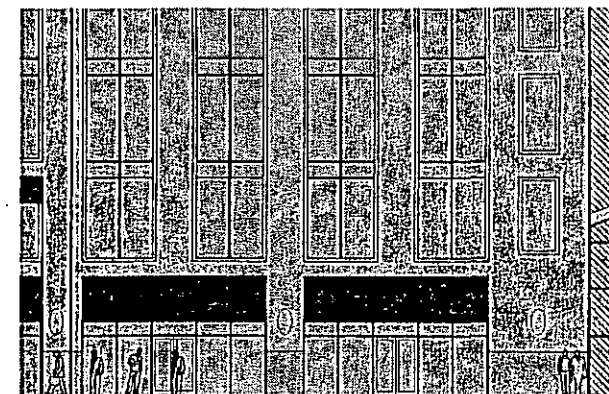
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DETAIL ELEVATION - 4A SCALE: 1/16" = 1'-0"



DETAIL ELEVATION - 3A SCALE: 1/16" = 1'-0"



DETAIL ELEVATION - 2A SCALE: 1/16" = 1'-0"

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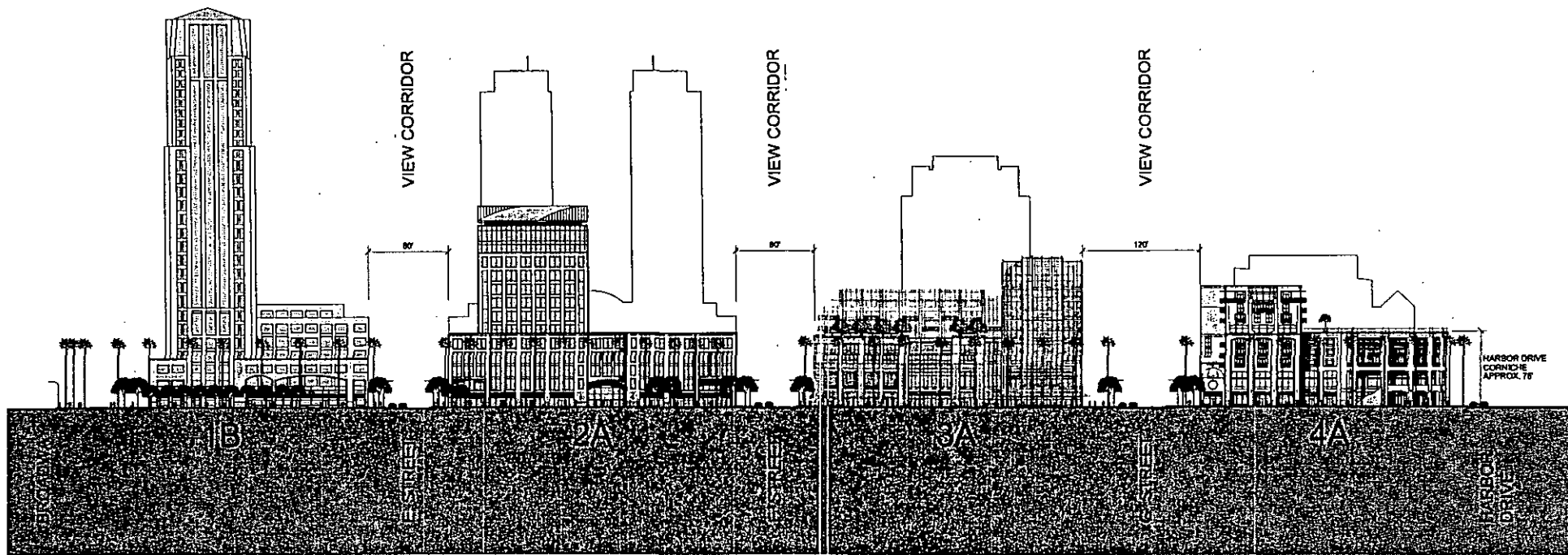
San Diego, CA
05.6012.000

West Phase Elevation and Enlarged Elevations

Master Plan Submittal and Individual Building & Sites Blocks 2 and 3: Concept - Schematics Submittal

Scale 1"=100'
July 2, 2007





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Manchester Pacific Gateway, L.L.C.

San Diego, CA

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Harbor Drive Elevation - The Corniche

Master Plan Submittal and Individual Building & Sites

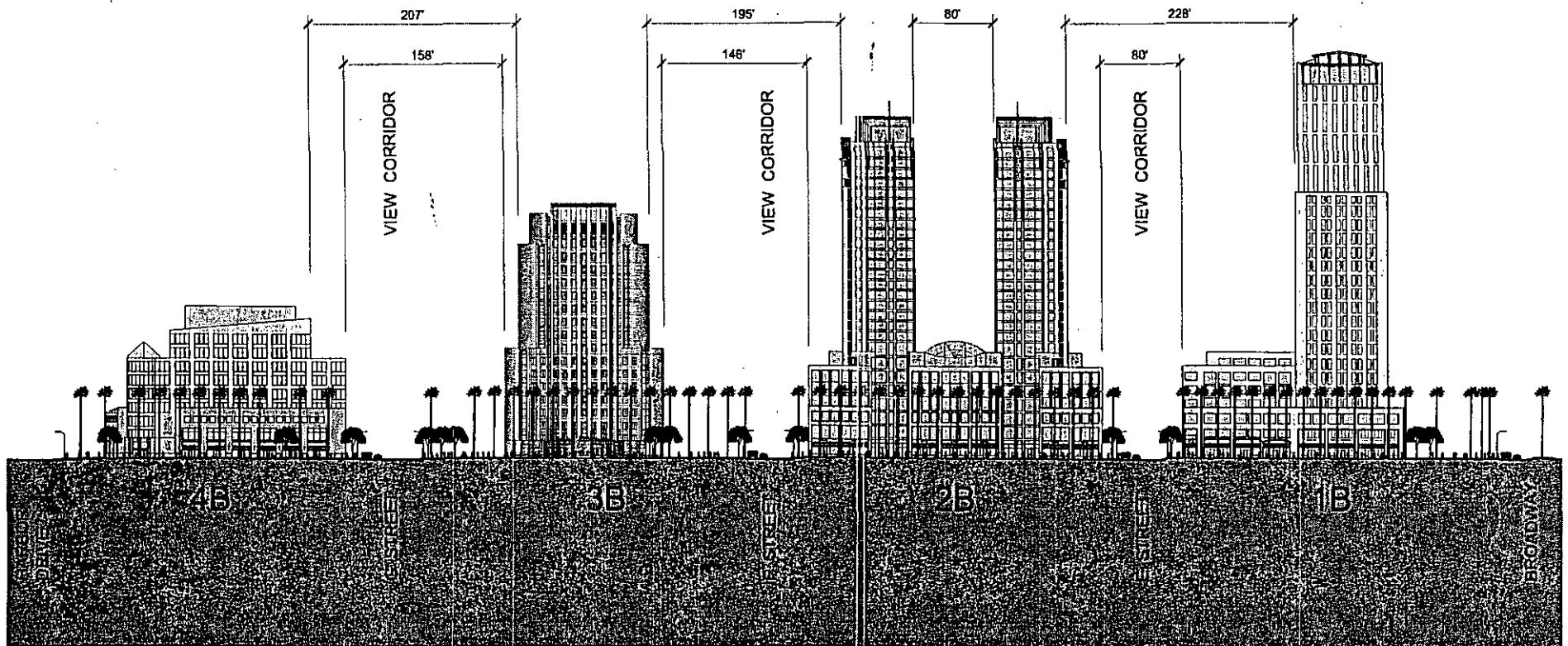
Blocks 2 and 3: Concept - Schematics Submittal

Scale 1"=100'

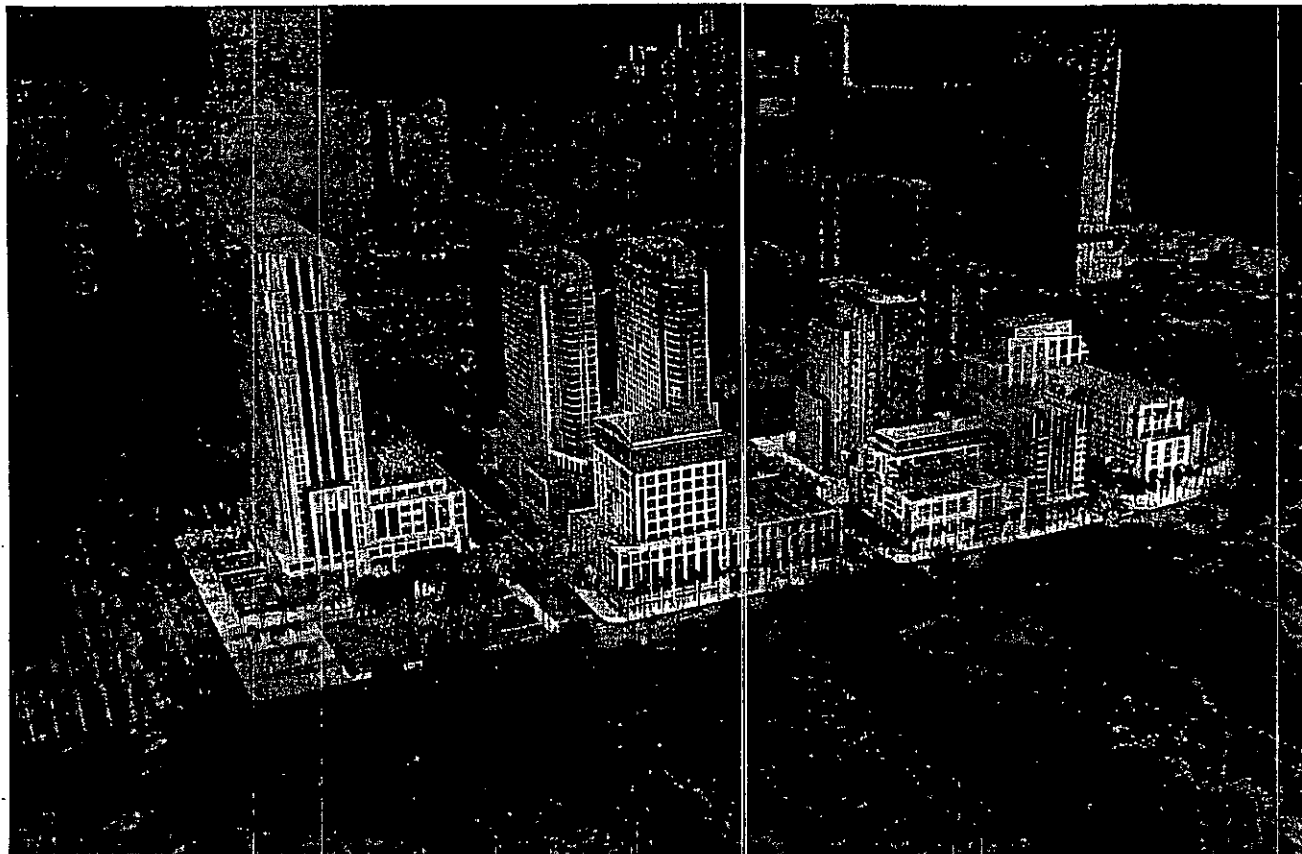
July 2, 2007



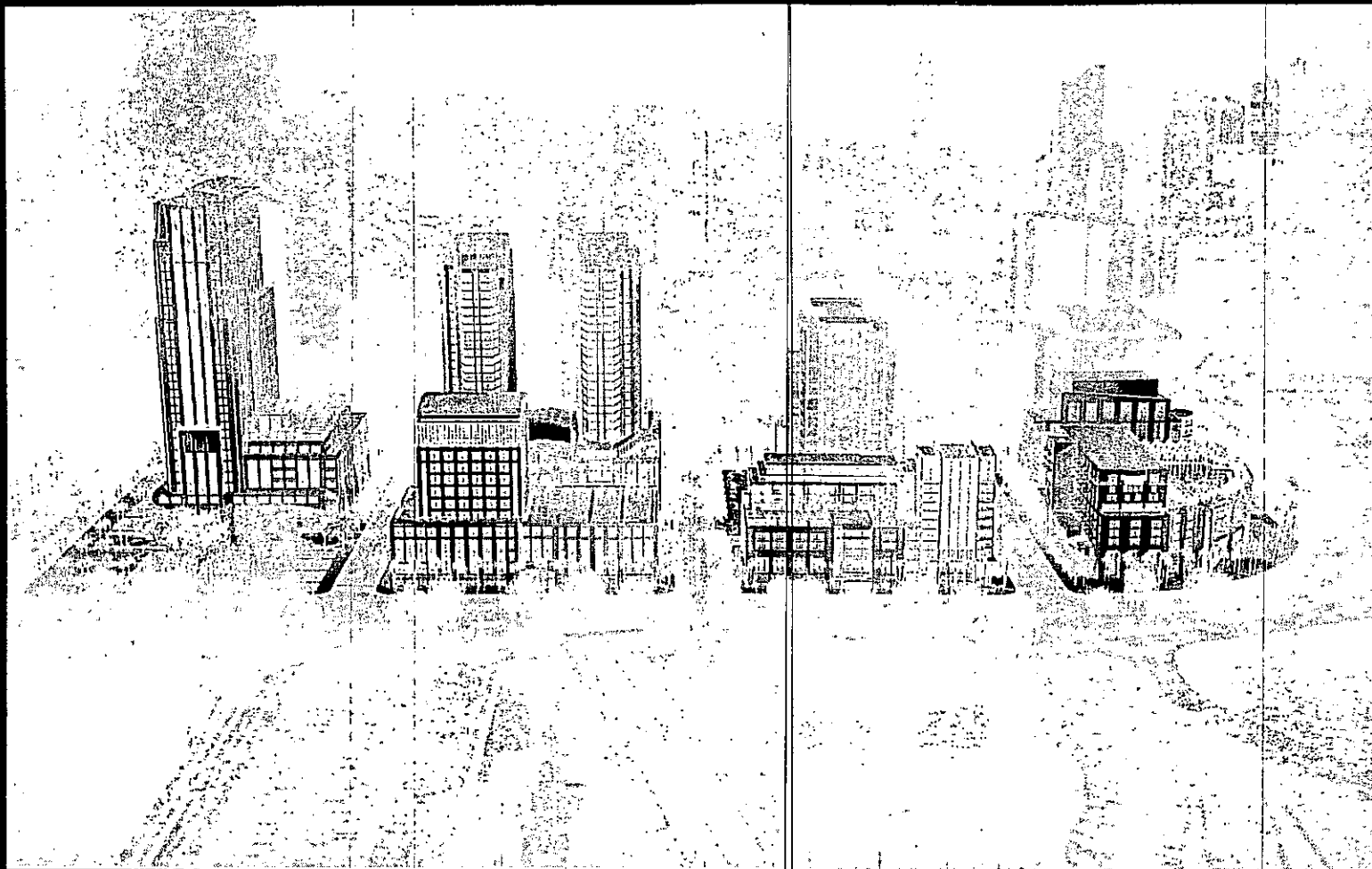
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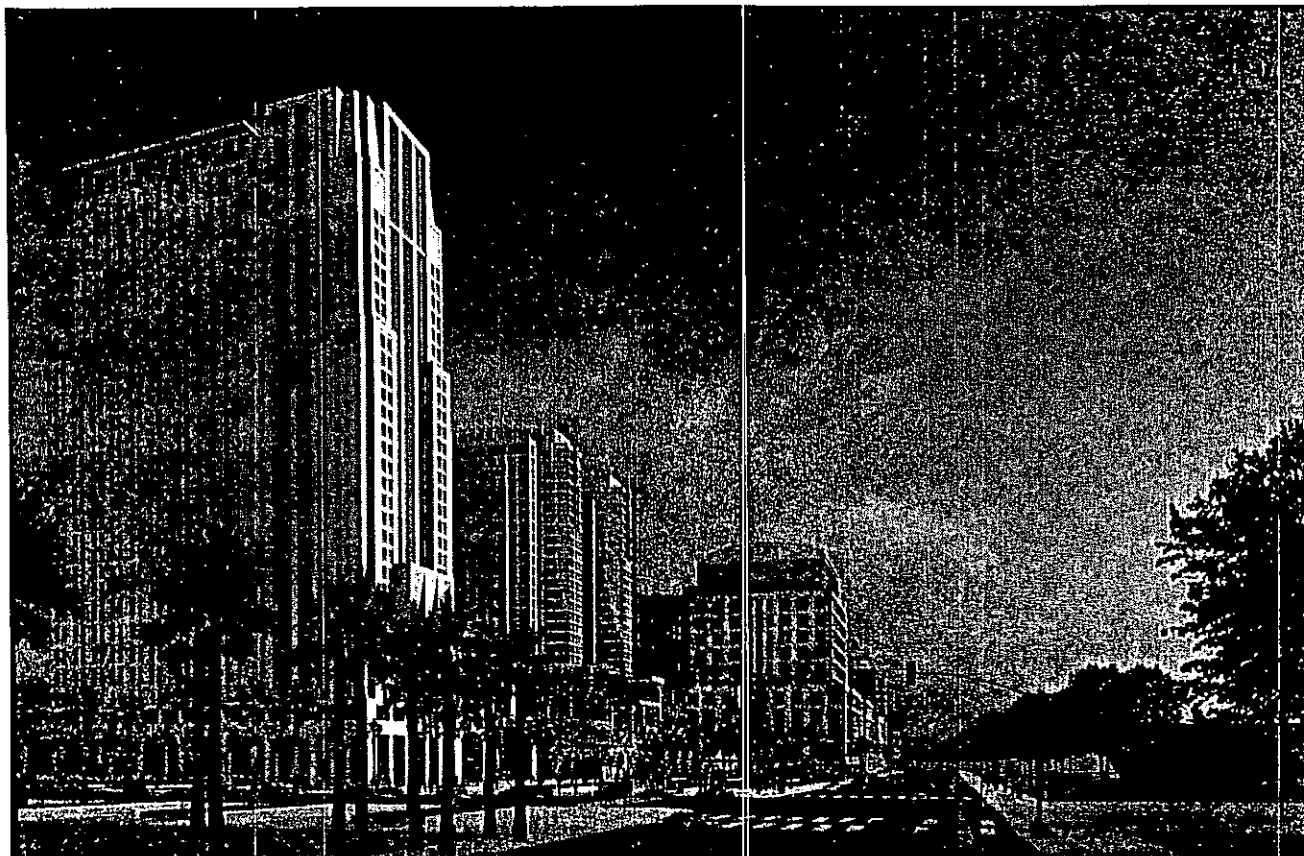
Aerial View from West

Individual Building & Sites: Concept - Schematics Submittal

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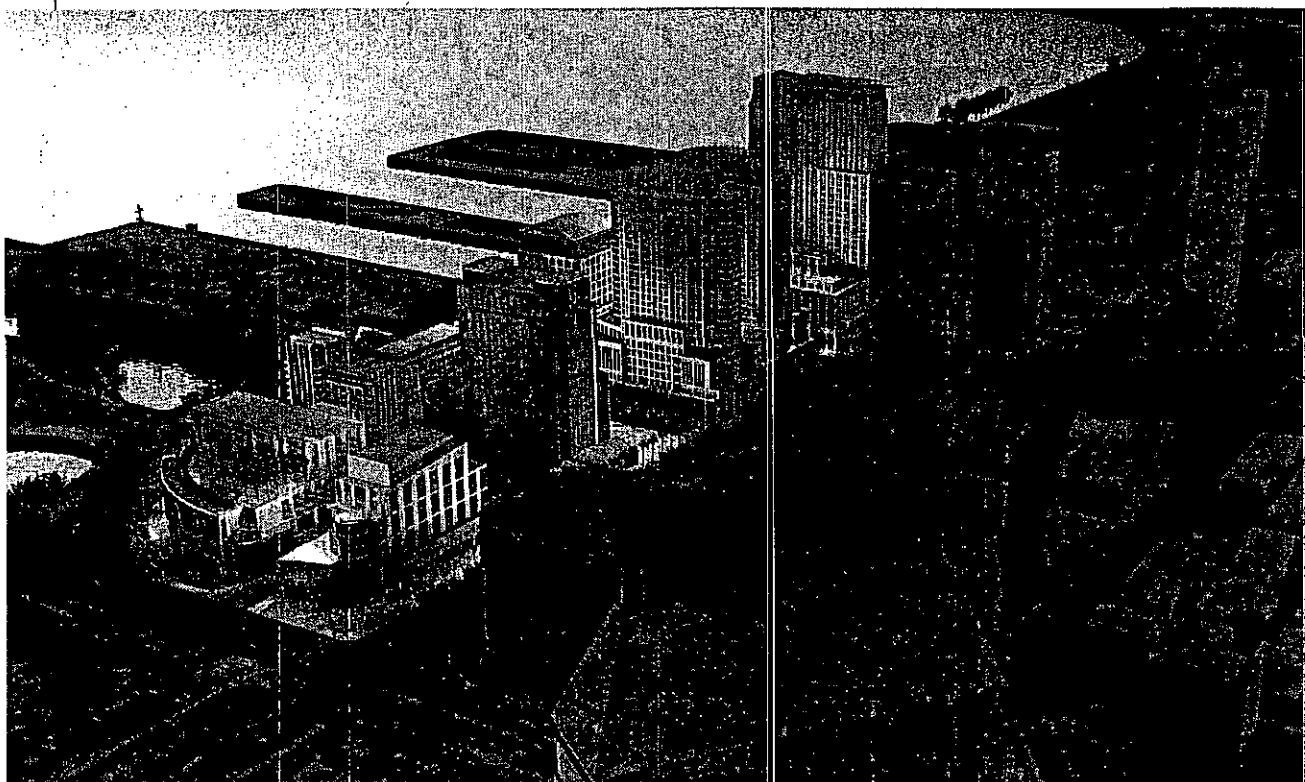
Individual Building & Sites: Concept - Schematics Submittal

View South along I Anchor Drive

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Aerial View from Southeast

Individual Building & Sites: Concept - Schematics Submittal

July 2, 2007



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Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

03.6012.000

Individual Building & Sites: Concept - Schematics Submittal

View South along Pacific Highway

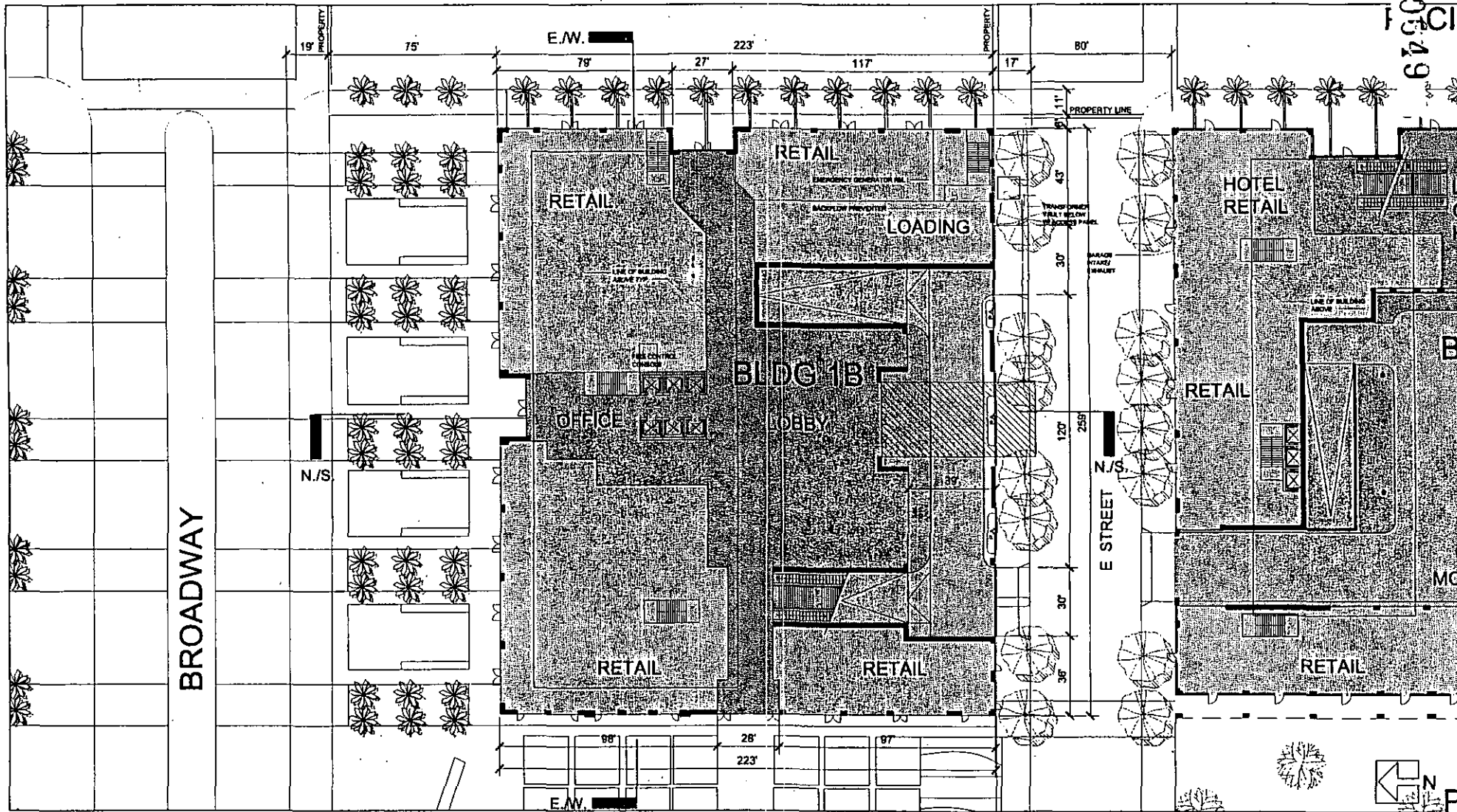
July 2, 2007



1000648

Site 1B: A 31-story, 400-foot Office-Hotel Tower

The design part for this iconic office tower will be to formally announce its key position in downtown, namely at corner of Broadway and Pacific Highway. This will be achieved by maximizing its height to 400 feet, establishing strong vertical lines (columns) along its staff, and by celebrating the 31st floor with a roof top solarium (sky lounge). Moreover, the verticality of the tower will be accentuated by its horizontal podium and complimentary facades.



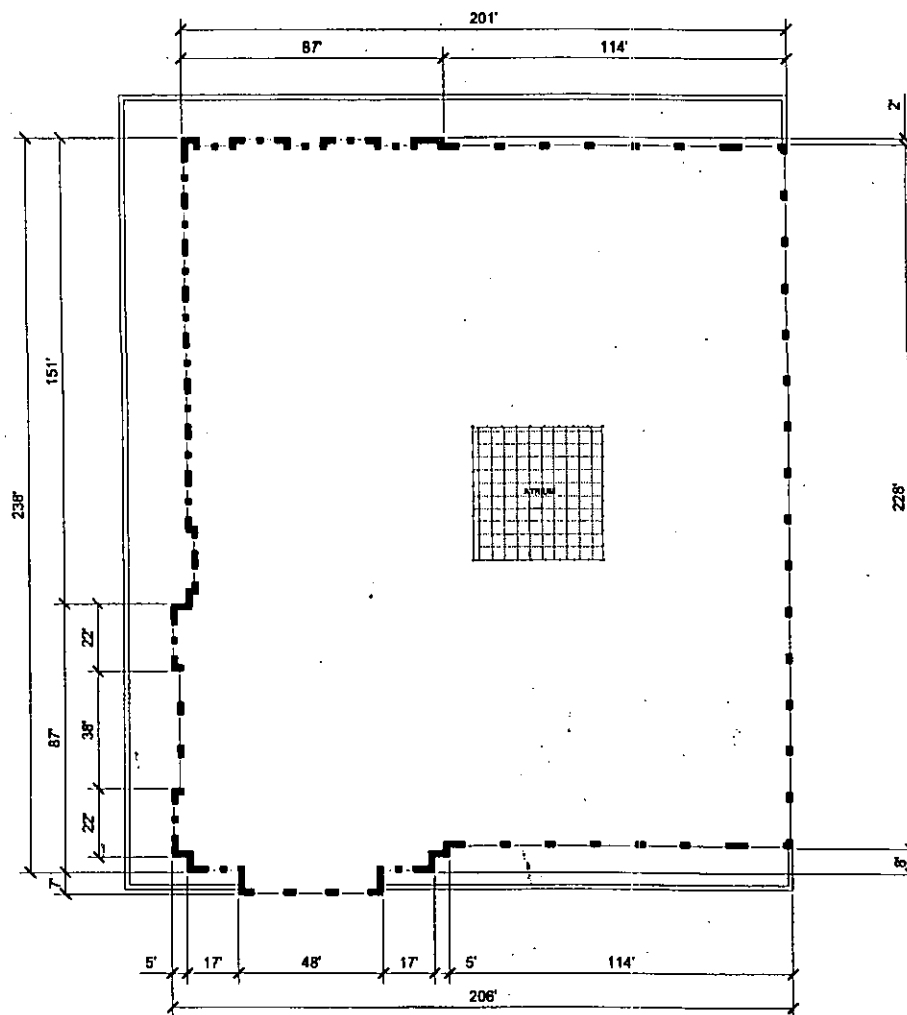
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NAVY BROADWAY COMPLEX SITE PLAN - BUILDING 1B : PHASE CONCEPT - SCHEMATICS 0 40 July 2, 2007

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FLOOR PLAN AT ELEVATION 50'



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NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 1B : PHASE CONCEPT - SCHEMATICS

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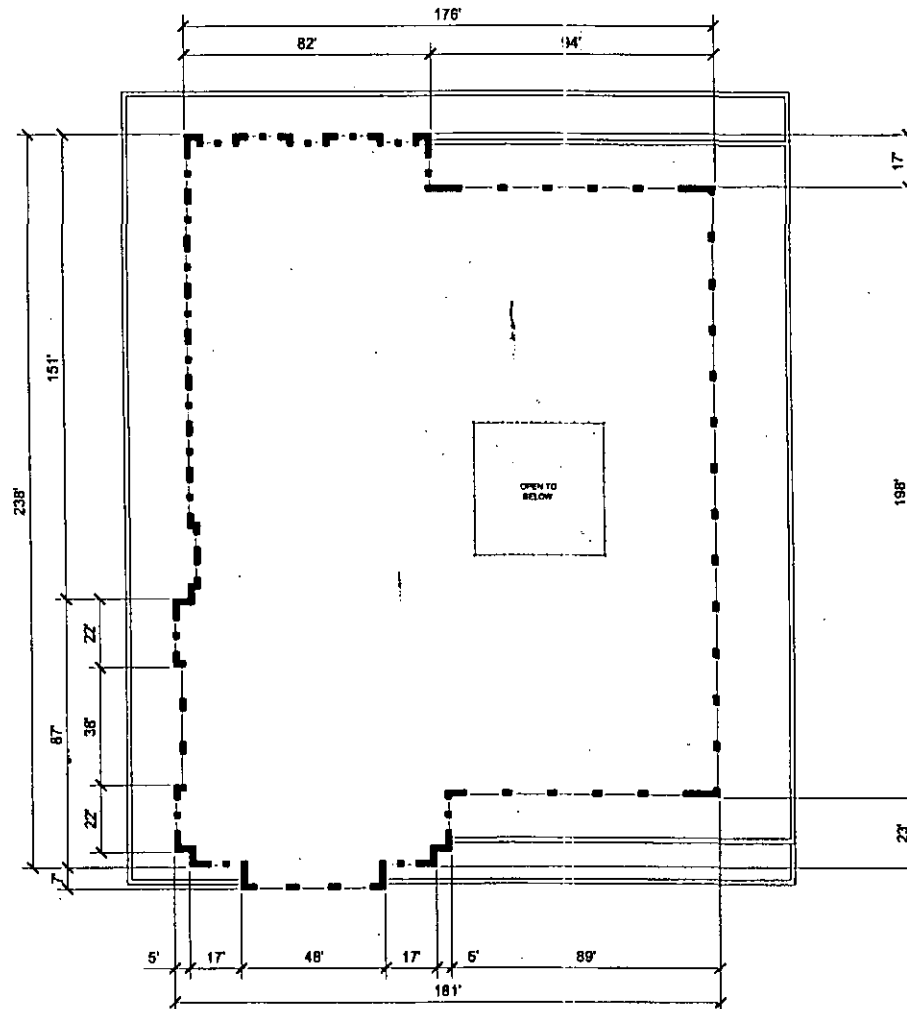
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10000051



FLOOR PLAN AT ELEVATION 100'



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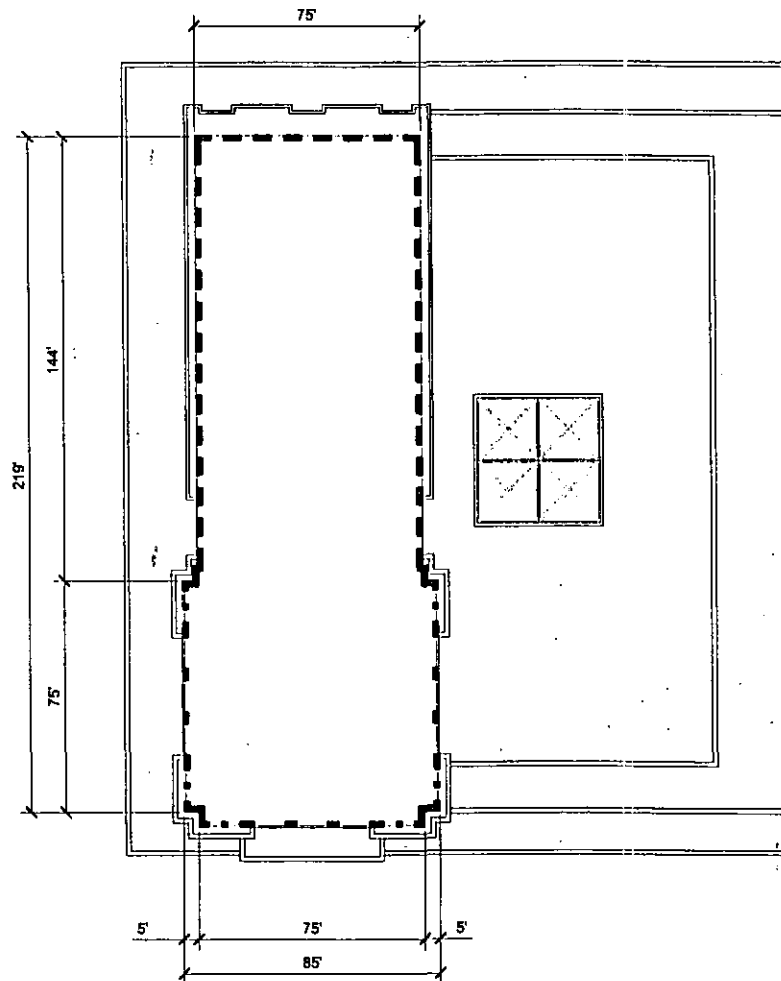
NAVY BROADWAY COMPLEX
SITE PLAN - BUILDING 1B : PHASE CONCEPT - SCHEMATICS
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FLOOR PLAN AT ELEVATION 307'



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NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 1B : PHASE CONCEPT - SCHEMATICS

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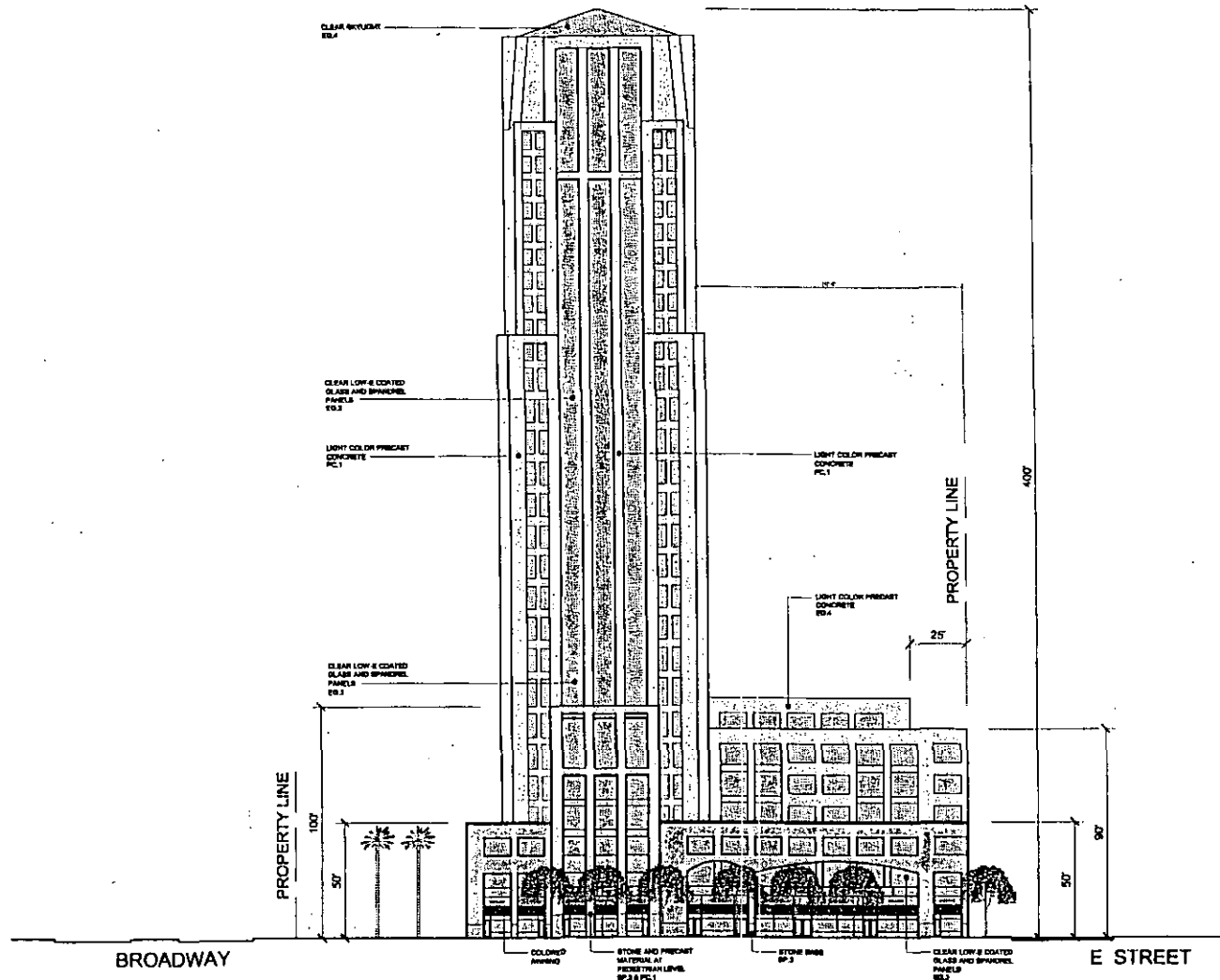
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WEST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 1B PHASE CONCEPT - SCHEMATICS

0 50

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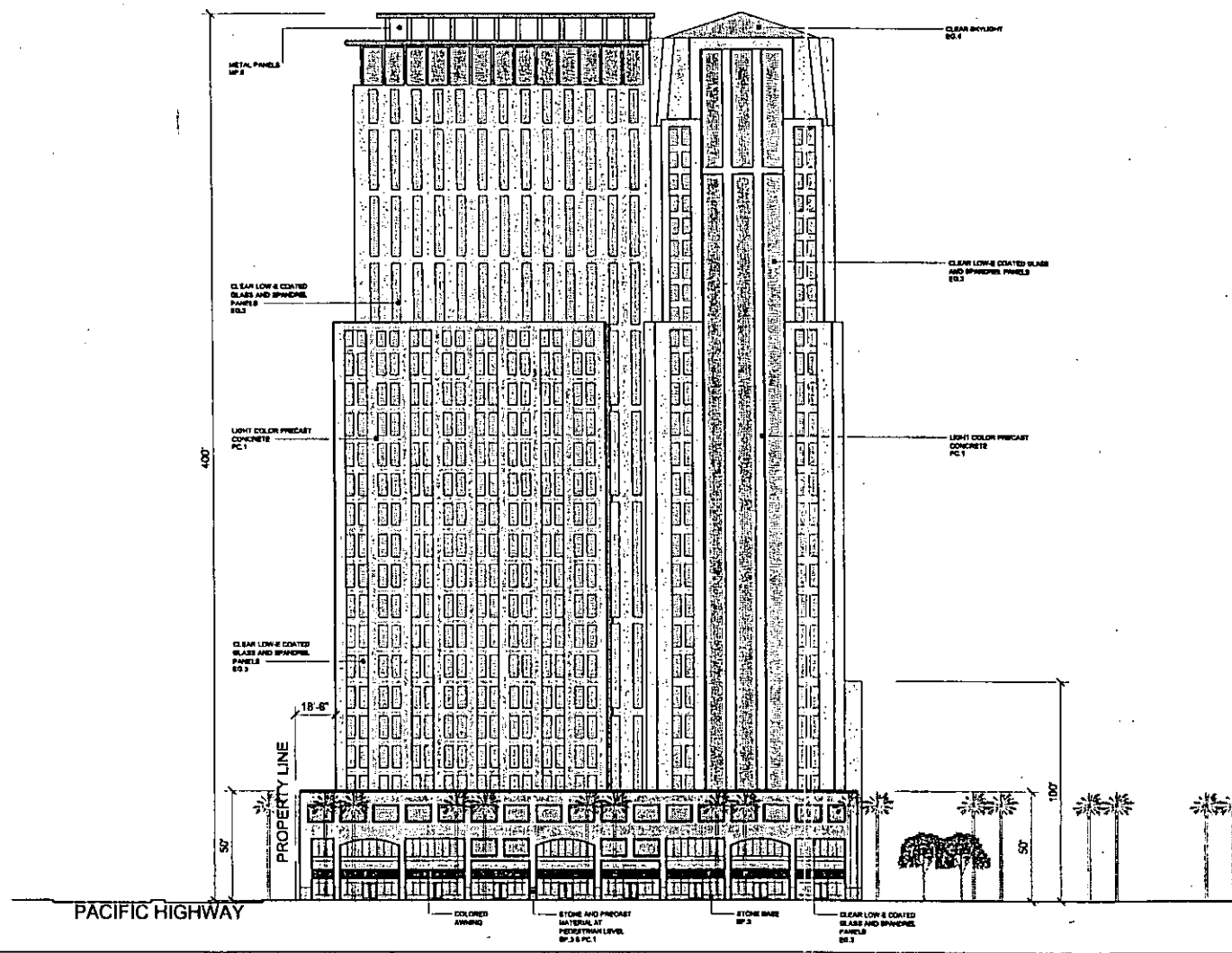
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NORTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 1B PHASE CONCEPT - SCHEMATICS

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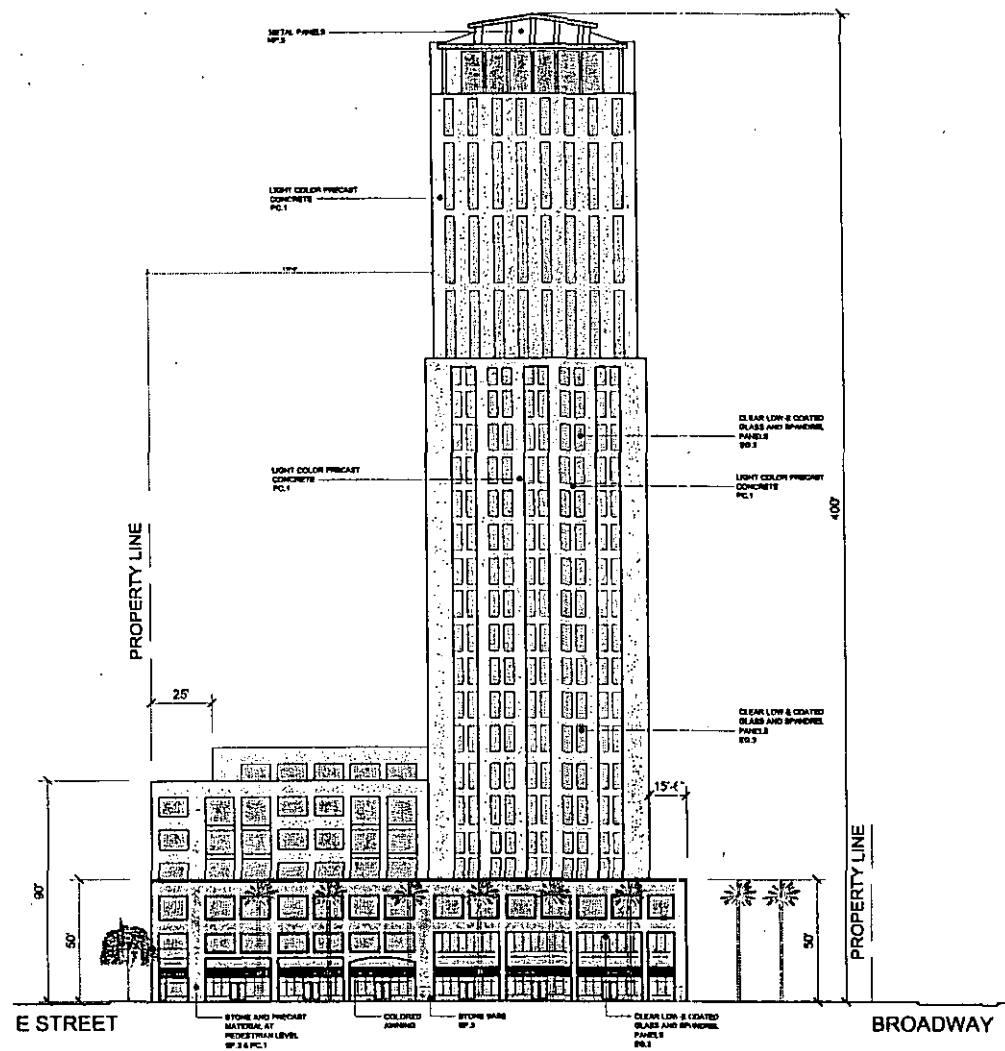
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EAST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 1B PHASE CONCEPT - SCHEMATICS

0 50

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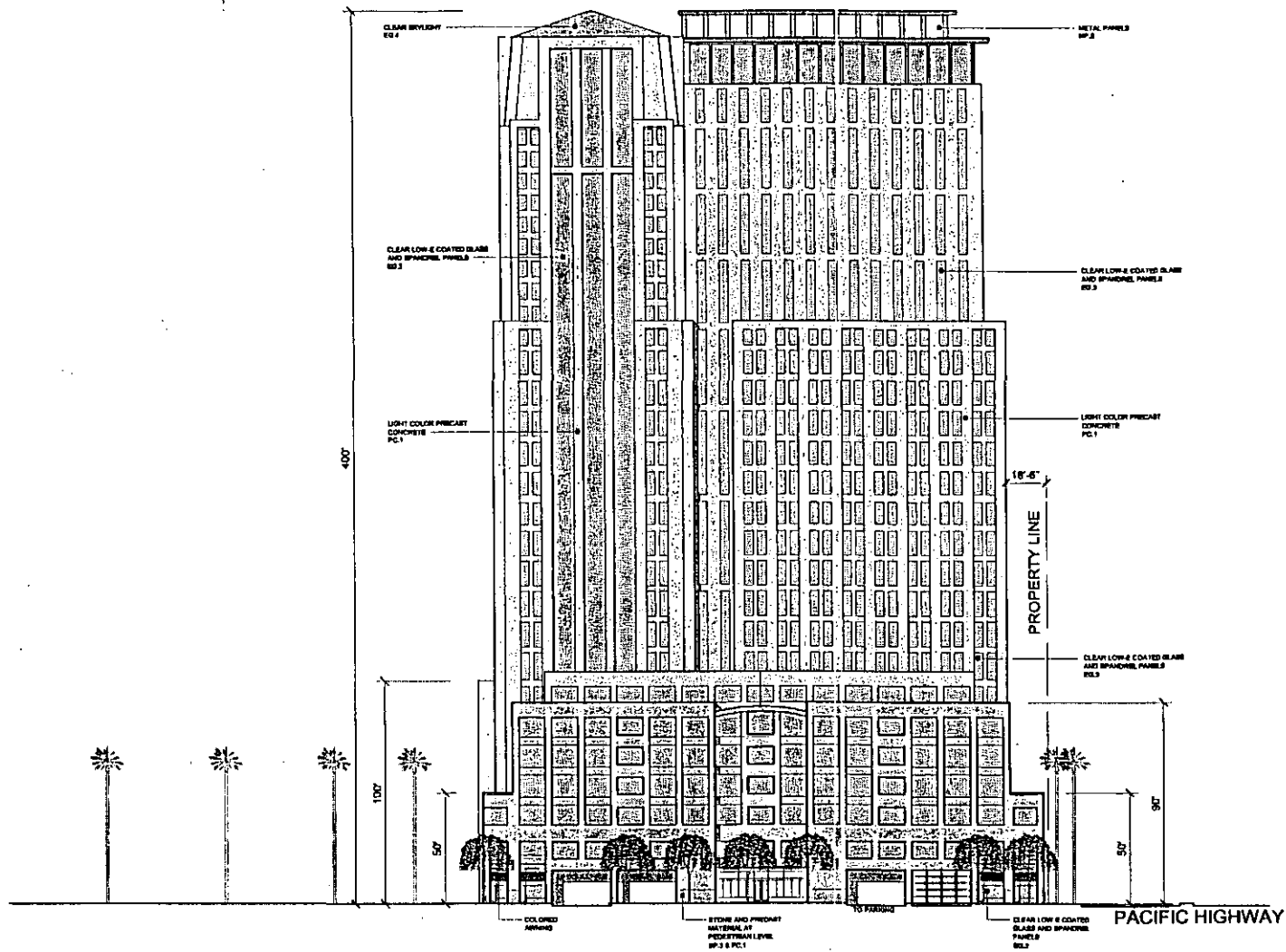
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SOUTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 1B PHASE CONCEPT - SCHEMATICS

0 50

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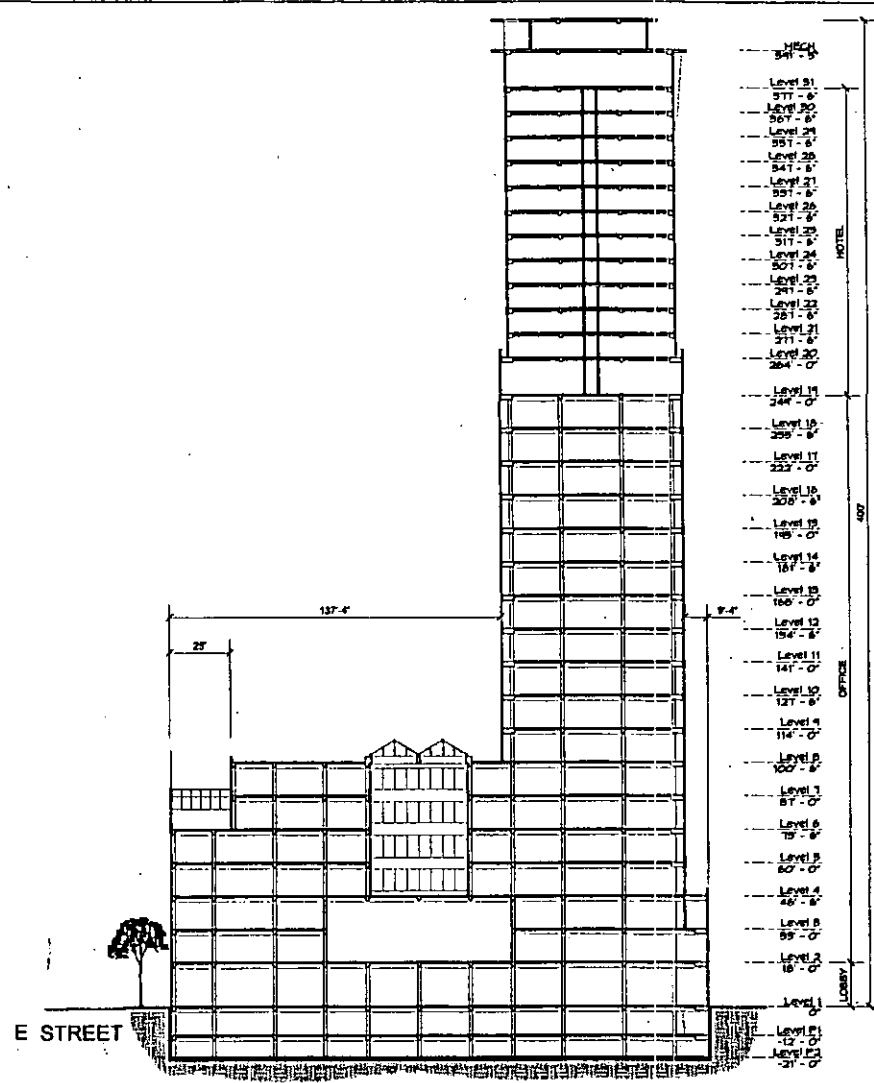
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SECTION N./S.

NAVY BROADWAY COMPLEX

SITE NO. 1B PHASE CONCEPT - SCHEMATICS

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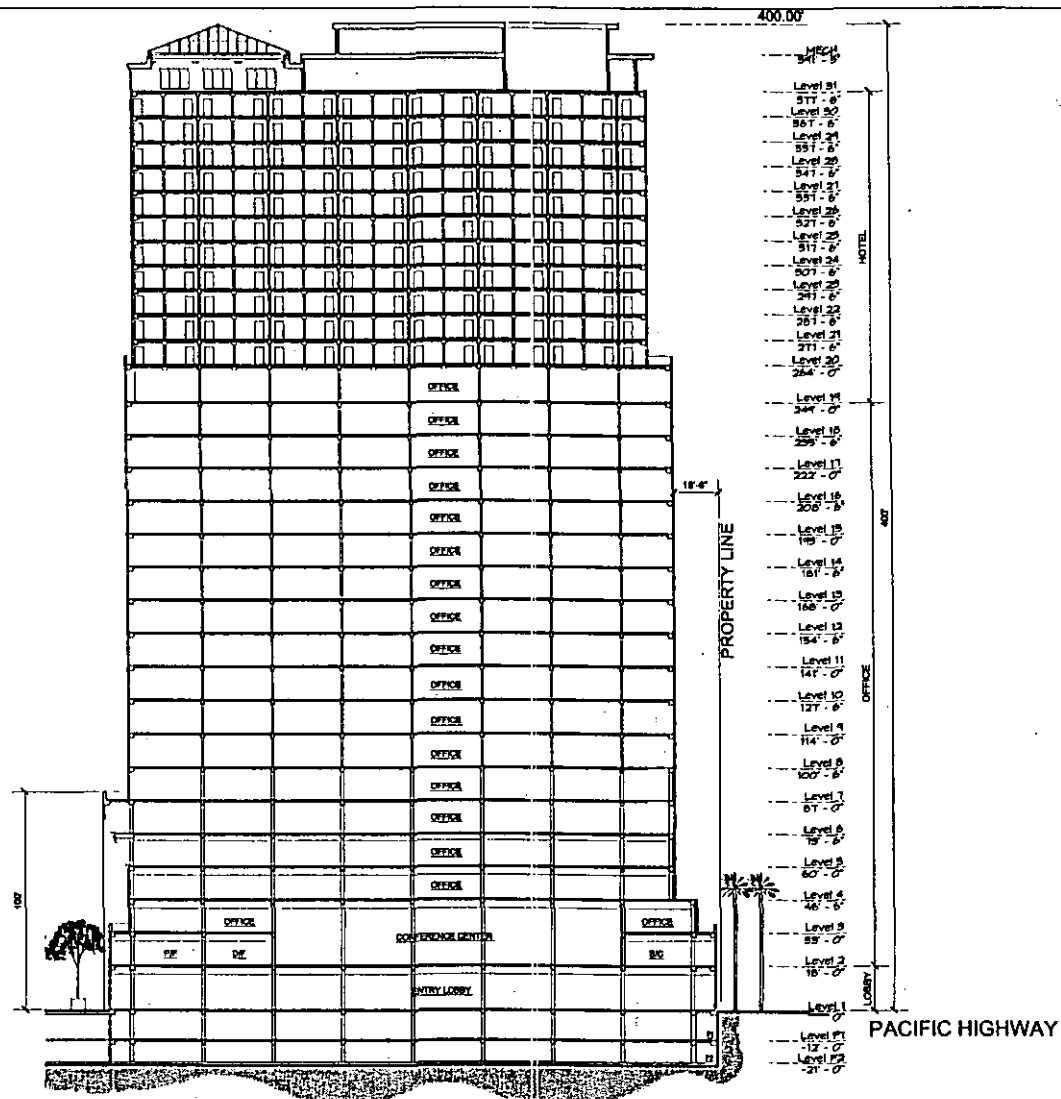
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NAVY BROADWAY COMPLEX

SITE NO. 1B PHASE CONCEPT - SCHEMATICS

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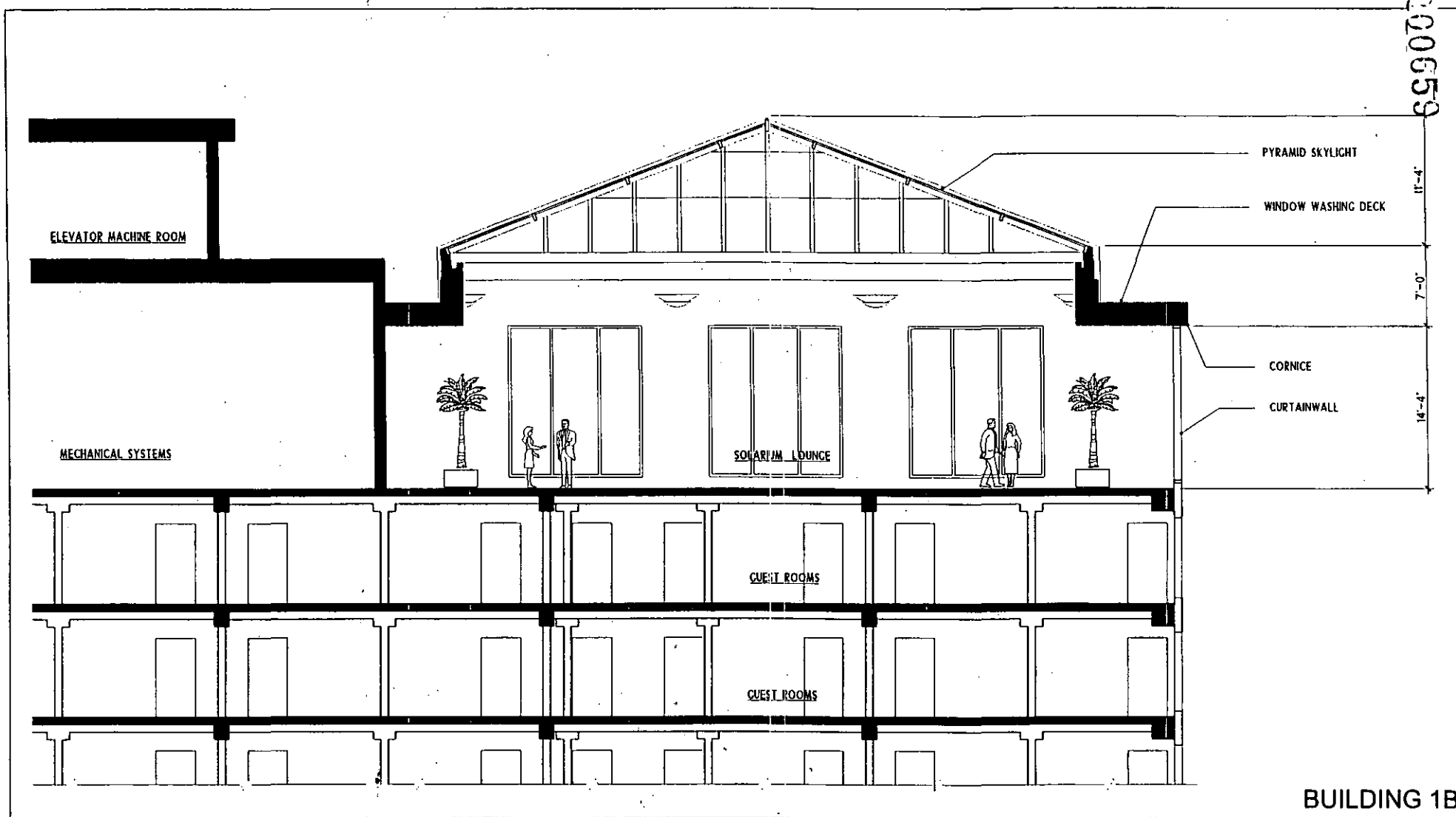
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NAVY BROADWAY COMPLEX

ENLARGED SECTIONS & IMPORTANT DETAILS

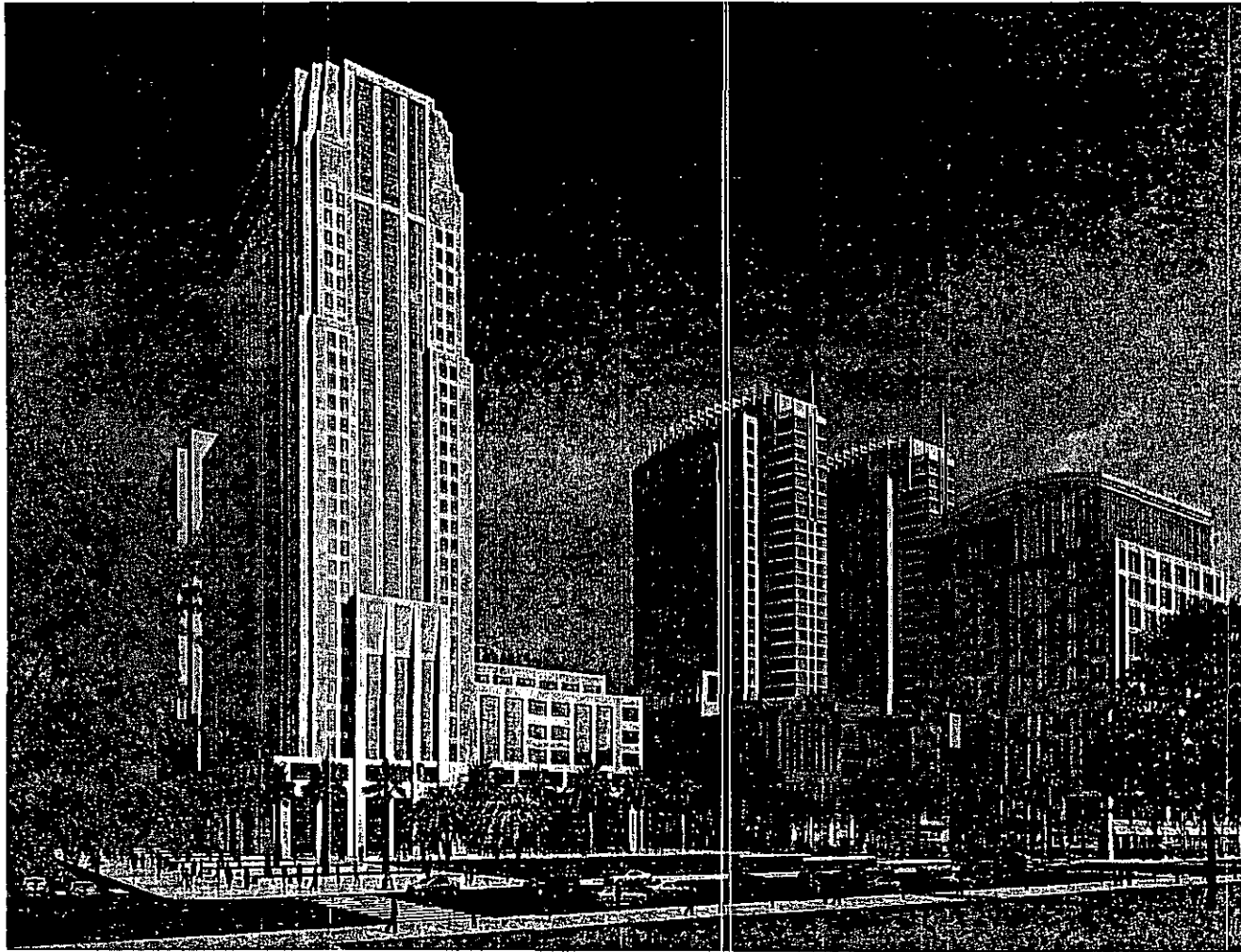
PHASE CONCEPT - SCHEMATICS

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45a



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Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

05.6012.000

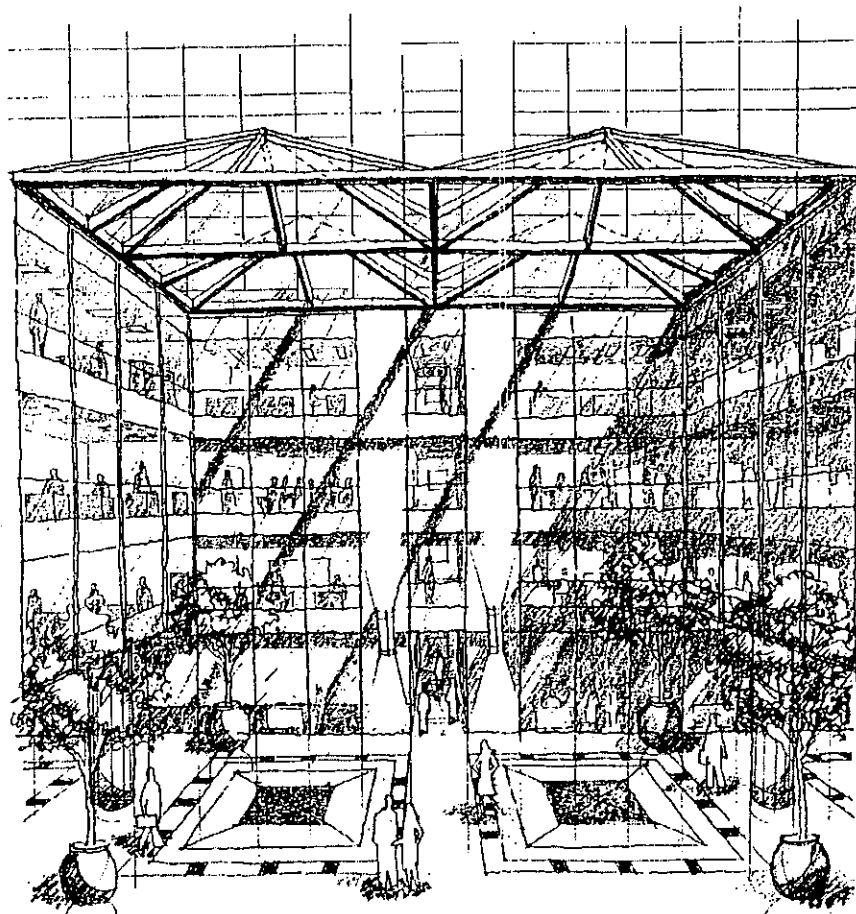
Individual Building & Sites: Concept - Schematics Submittal

Building 1B - Perspective from Northwest

July 2, 2007



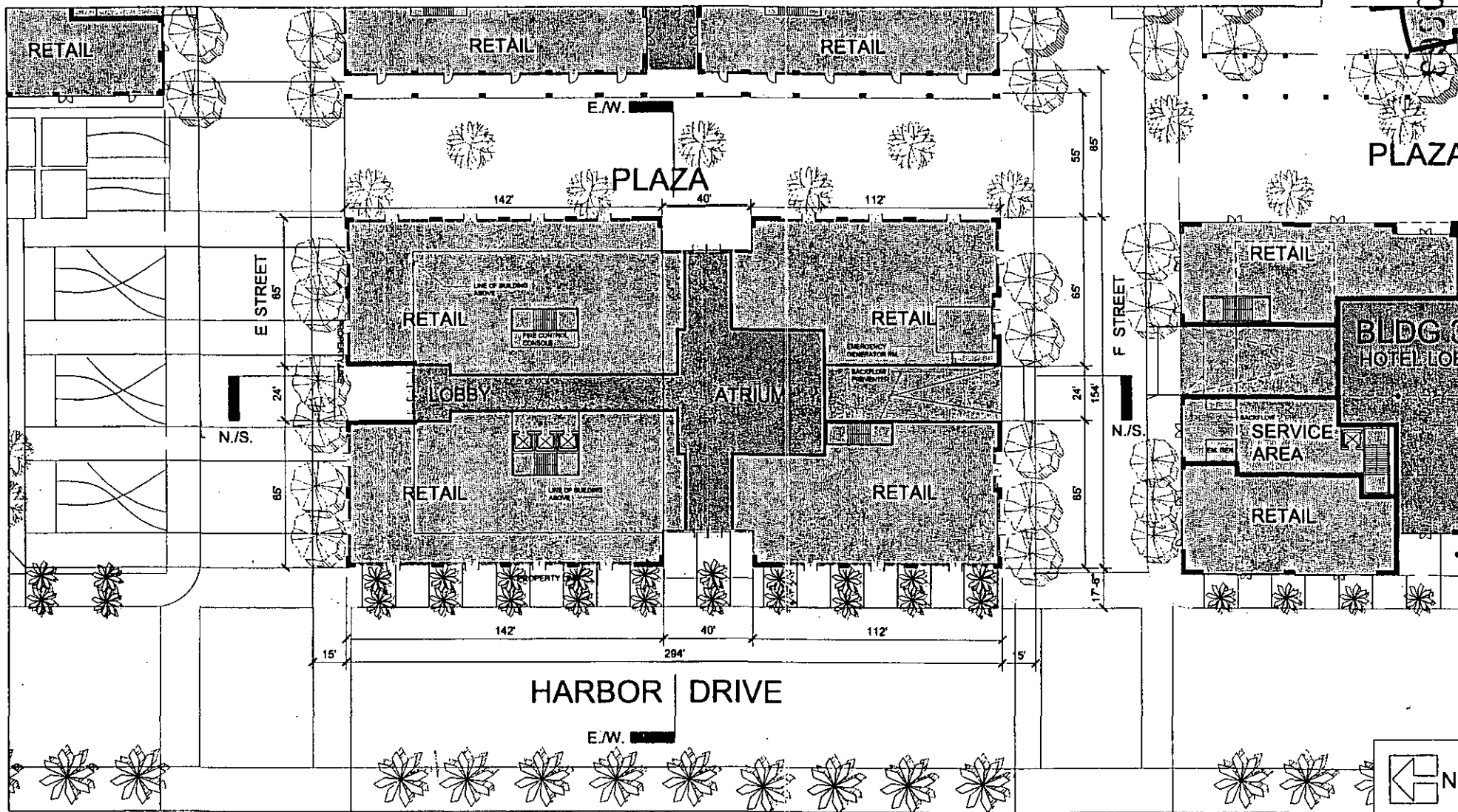
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000062

Site 2A: A 13-story Office Tower

The design for the office building takes its cues from the adjacent Civic Park and its proximity to two modern buildings – this is part of the master plan concept of promoting a diverse and rich assemblage of buildings. The composition offers a frontal façade (tower) to the park. Along E and F Streets there will be well defined "urban edges" for westerly transitions of vistas and view corridors. The neo-traditional office building features a vaulted topped tower, and at the podium level in support of the Corniche, an outdoor landscaped terrace.



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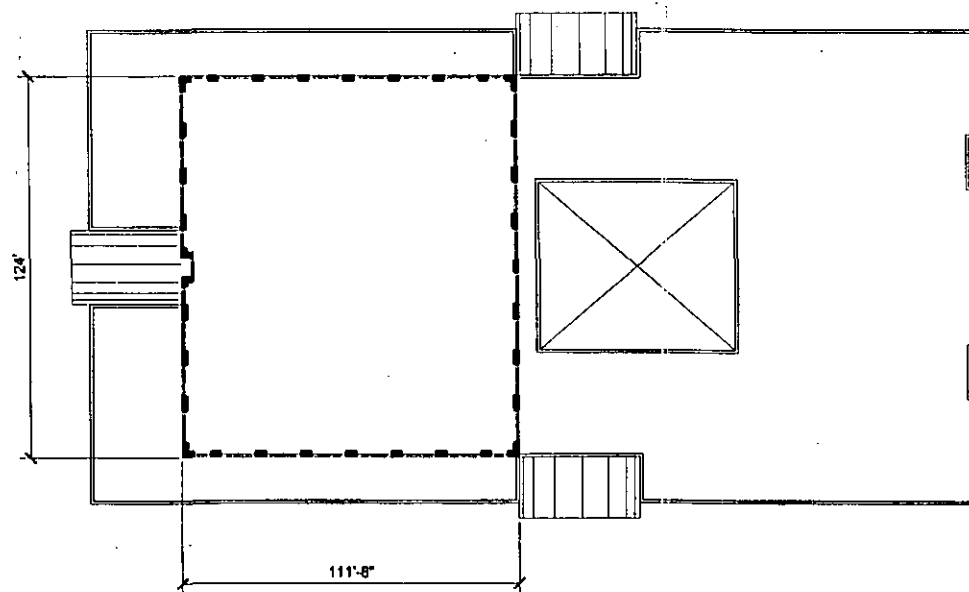
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000664



FLOOR PLAN AT ELEVATION 75'



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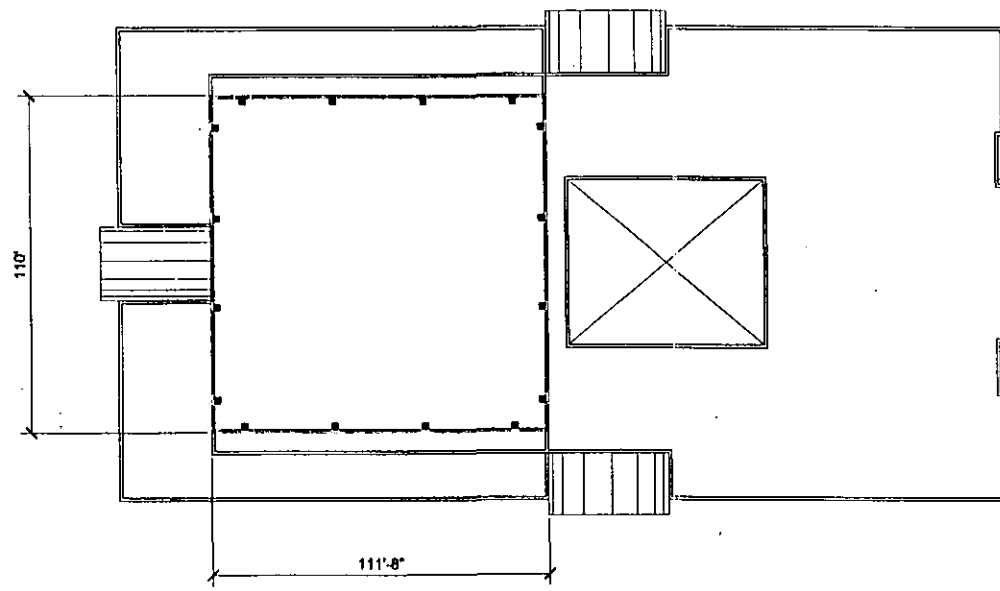
SITE PLAN - BUILDING 2A : PHASE CONCEPT - SCHEMATICS

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FLOOR PLAN AT ELEVATION 150'

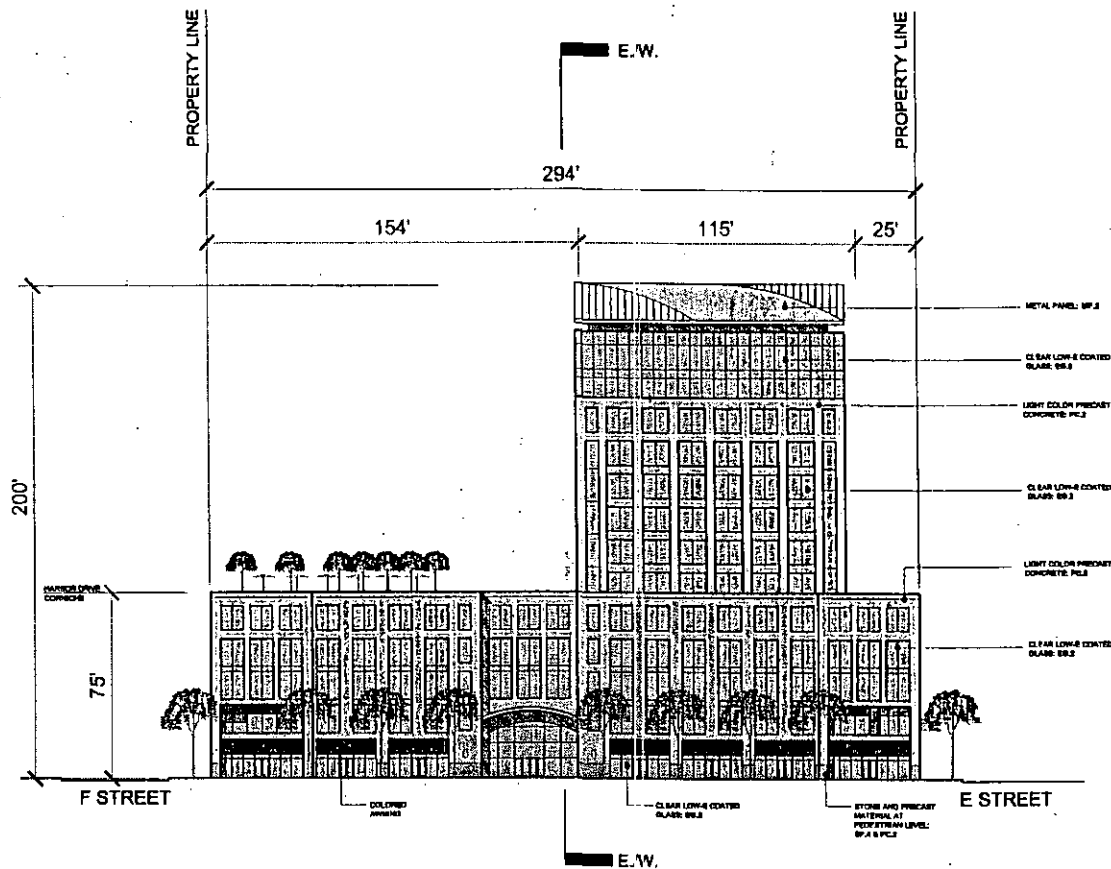


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SITE PLAN - BUILDING 2A : PHASE CONCEPT - SCHEMATICS
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EAST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 2A PHASE CONCEPT - SCHEMATICS

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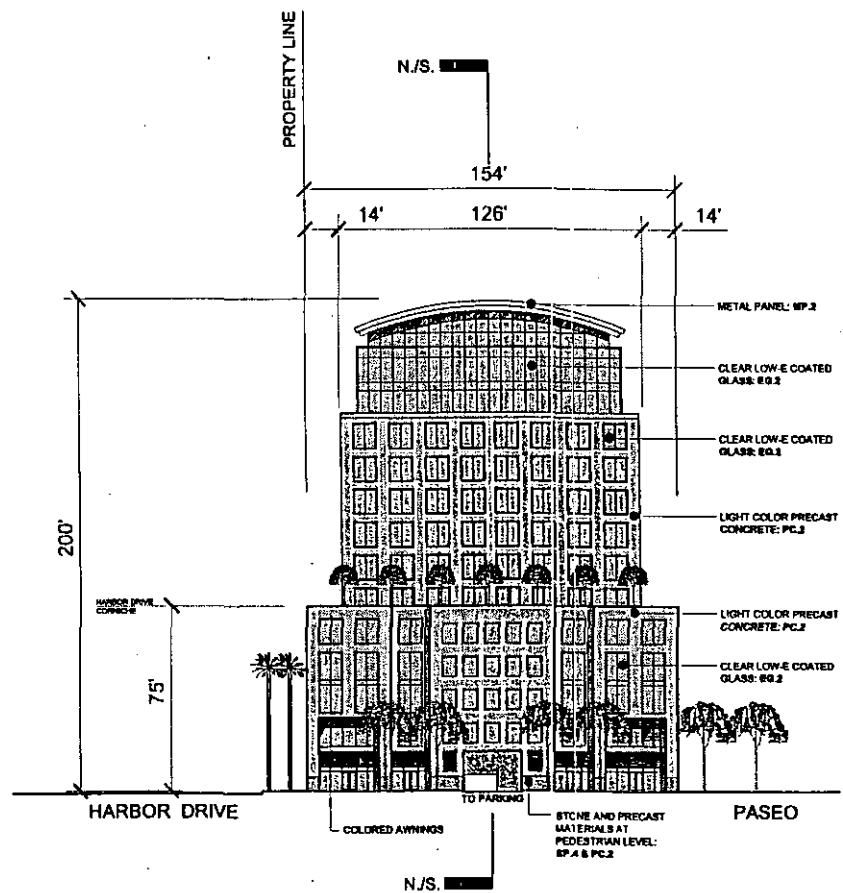
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SOUTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 2A PHASE CONCEPT - SCHEMATICS

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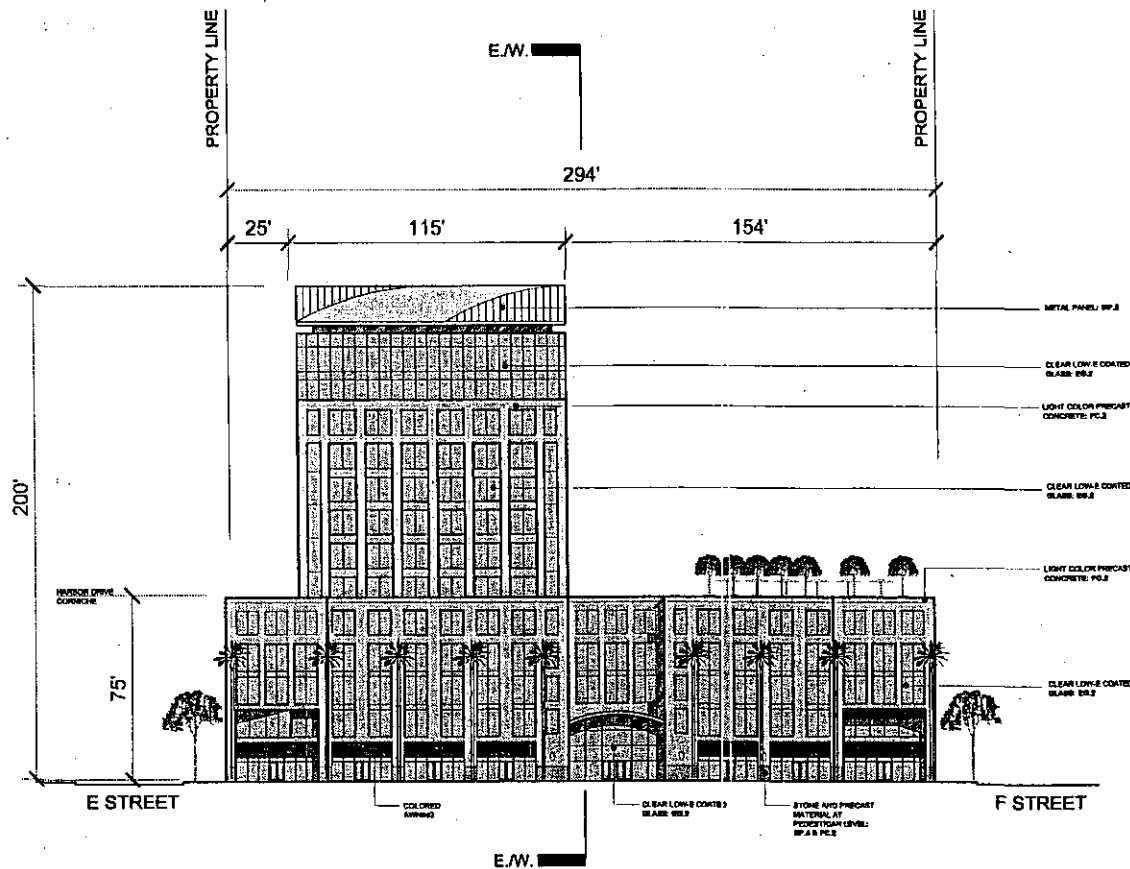
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WEST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 2A PHASE CONCEPT - SCHEMATICS

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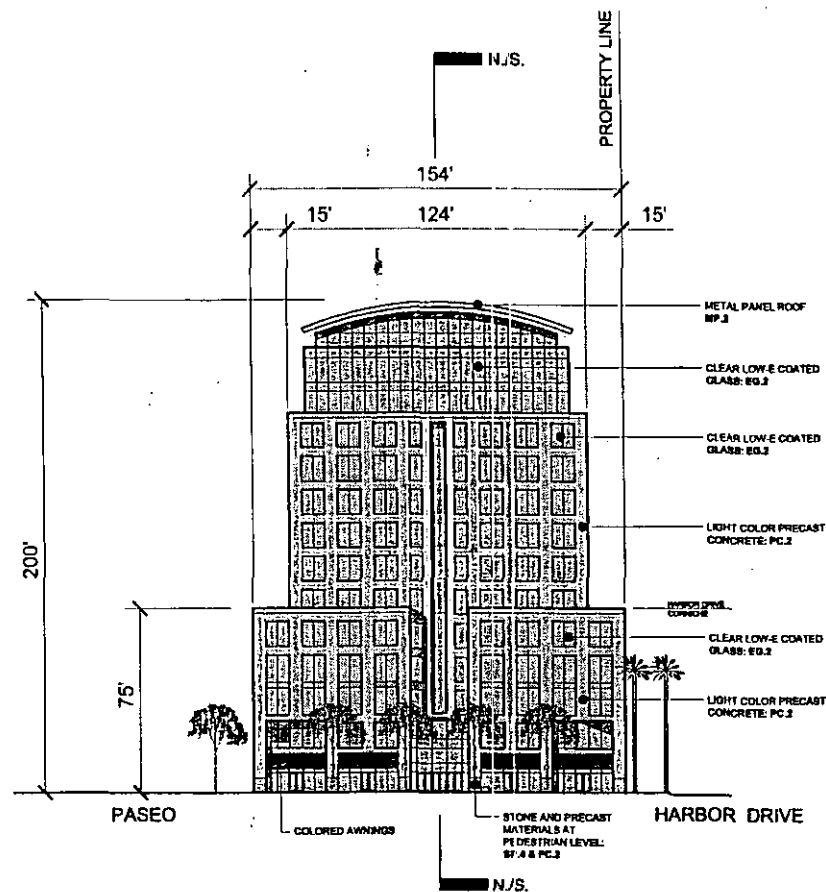
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NORTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 2A PHASE CONCEPT - SCHEMATICS

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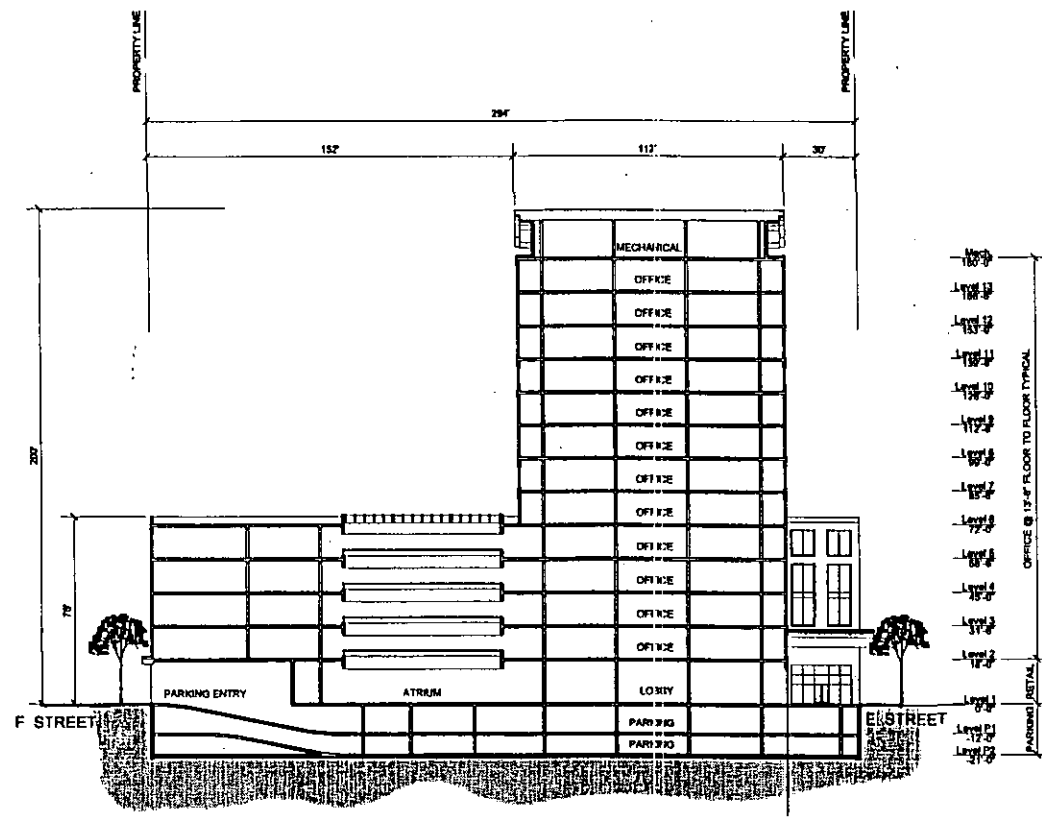
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SECTION N./S.

NAVY BROADWAY COMPLEX

SITE NO. 2A PHASE CONCEPT - SCHEMATICS

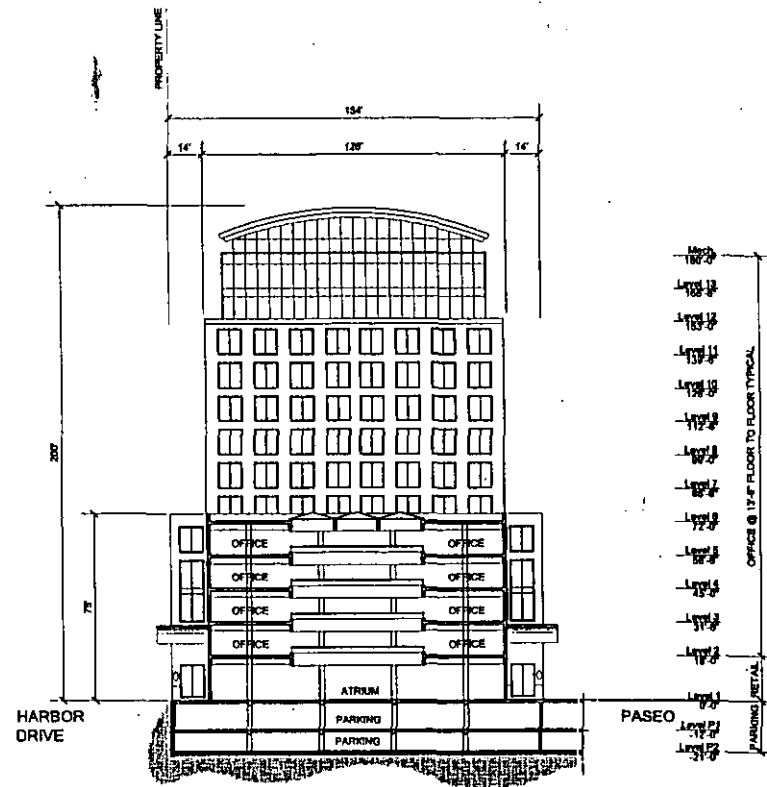
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SECTION E./W.

NAVY BROADWAY COMPLEX

SITE NO. 2A PHASE CONCEPT - SCHEMATICS

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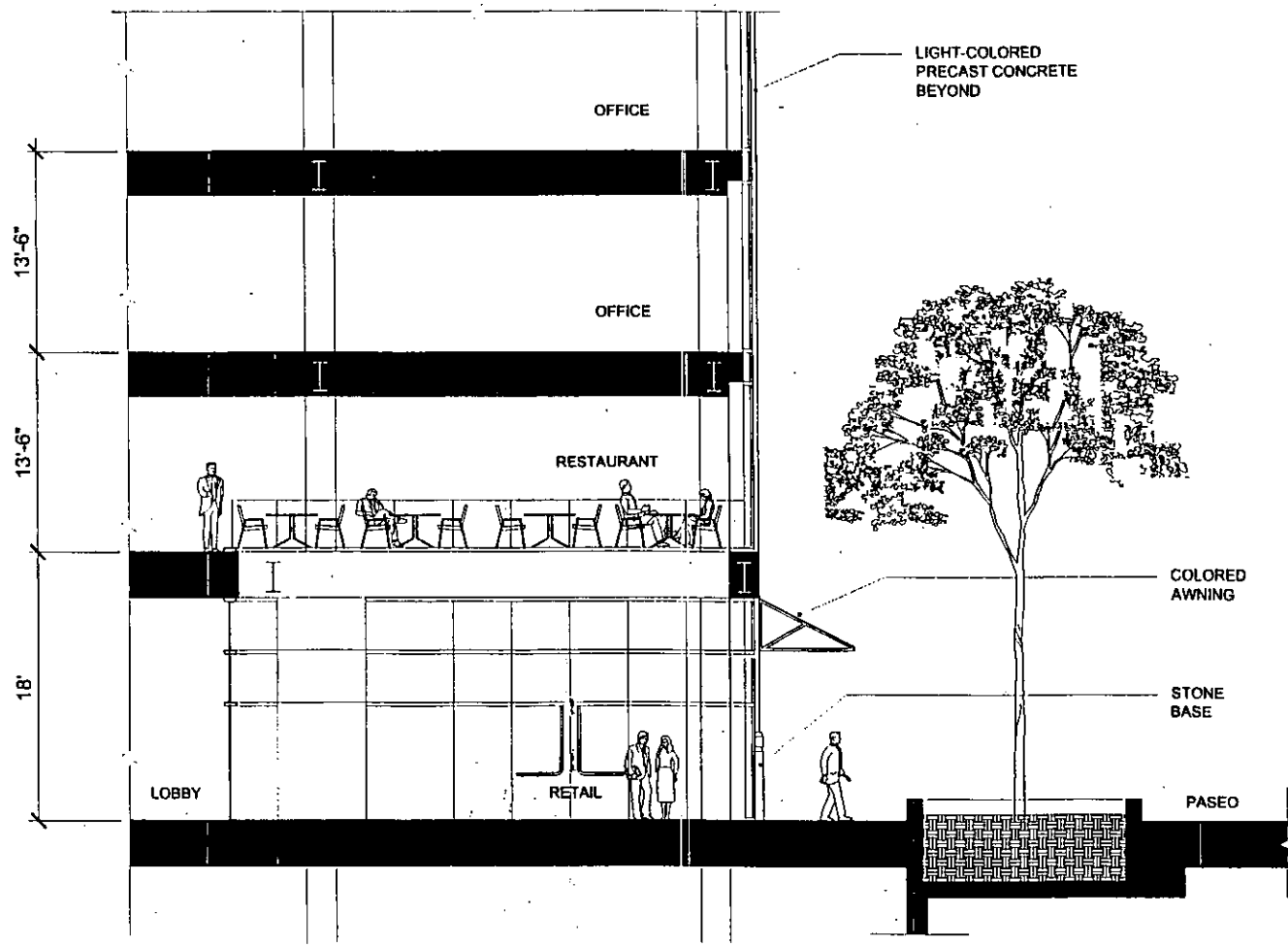
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BUILDING 2A

NAVY BROADWAY COMPLEX

ENLARGED SECTIONS & IMPORTANT DETAILS

PHASE CONCEPT - SCHEMATICS

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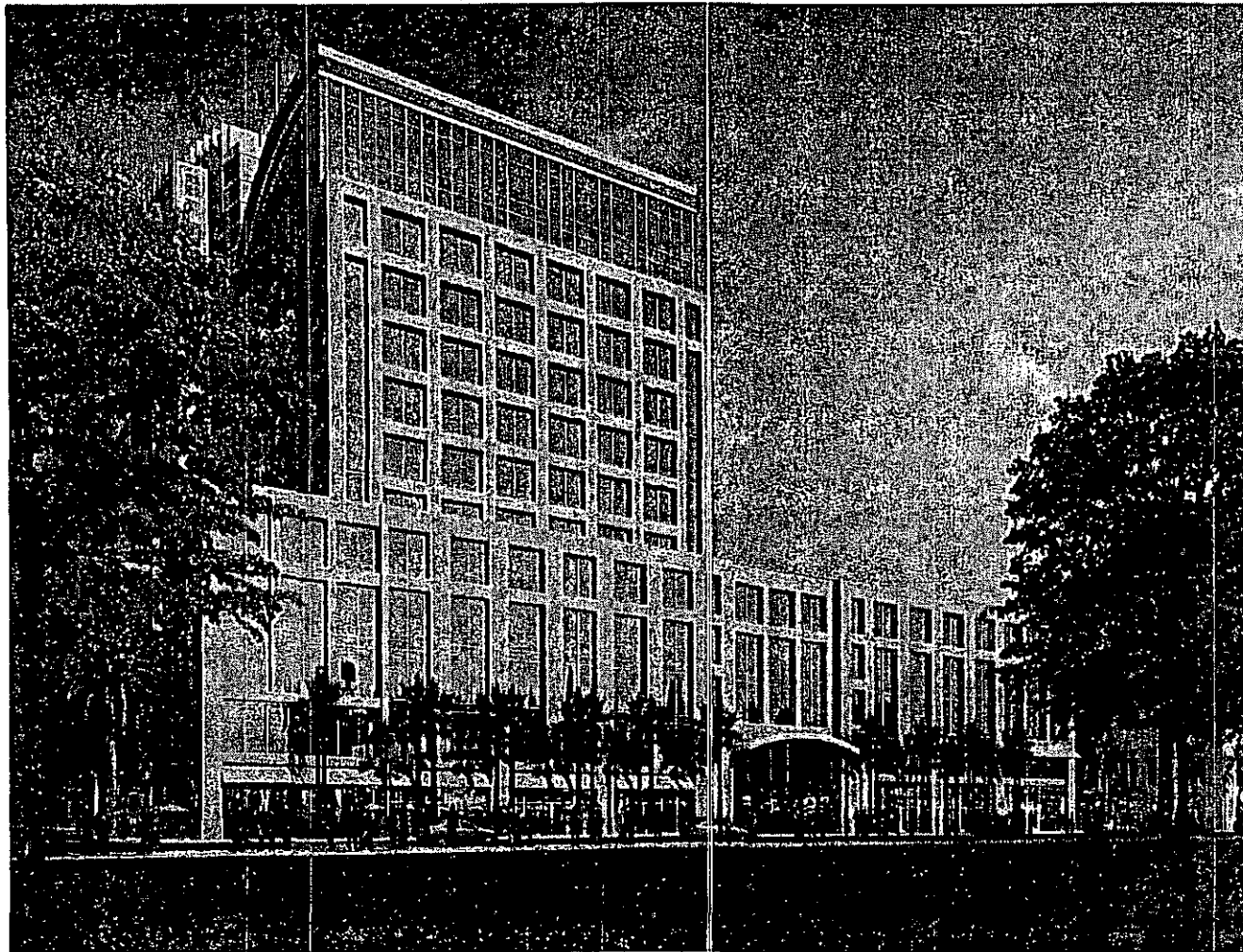
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000673



Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

05.6012.000

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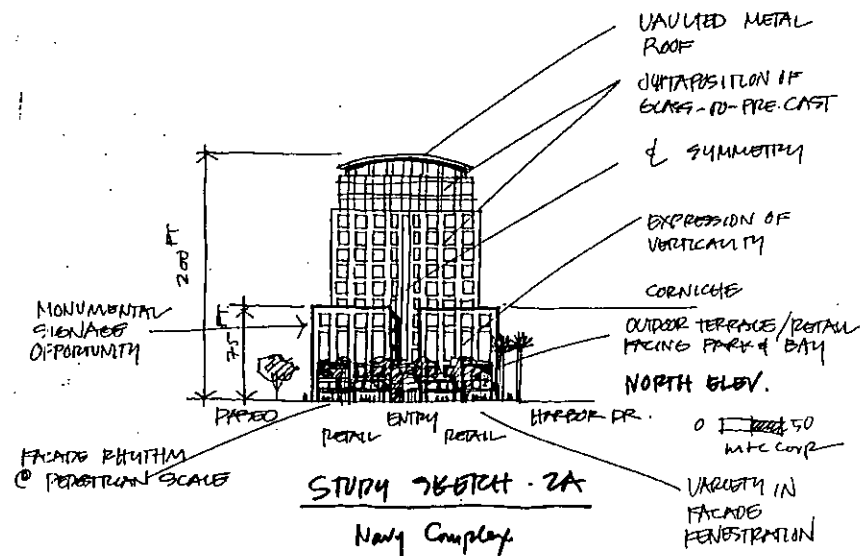
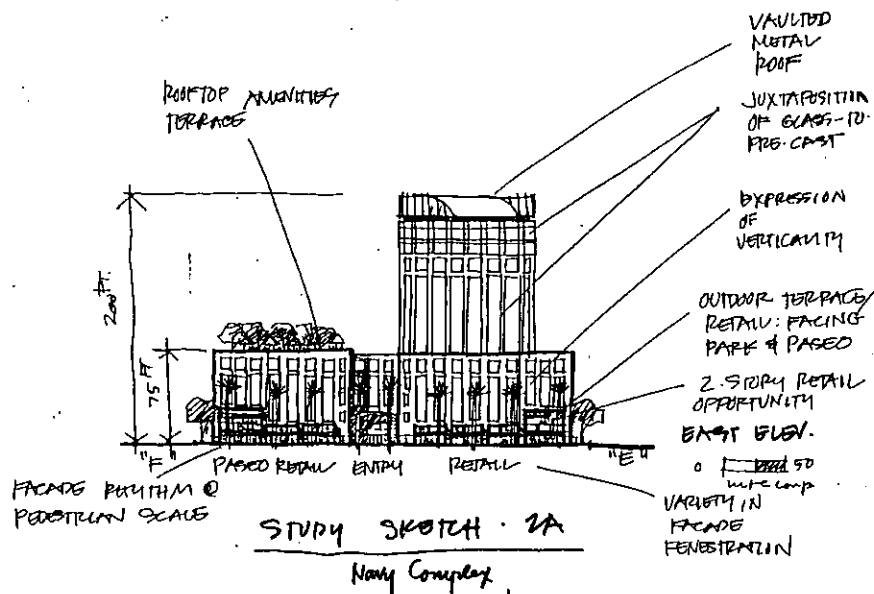
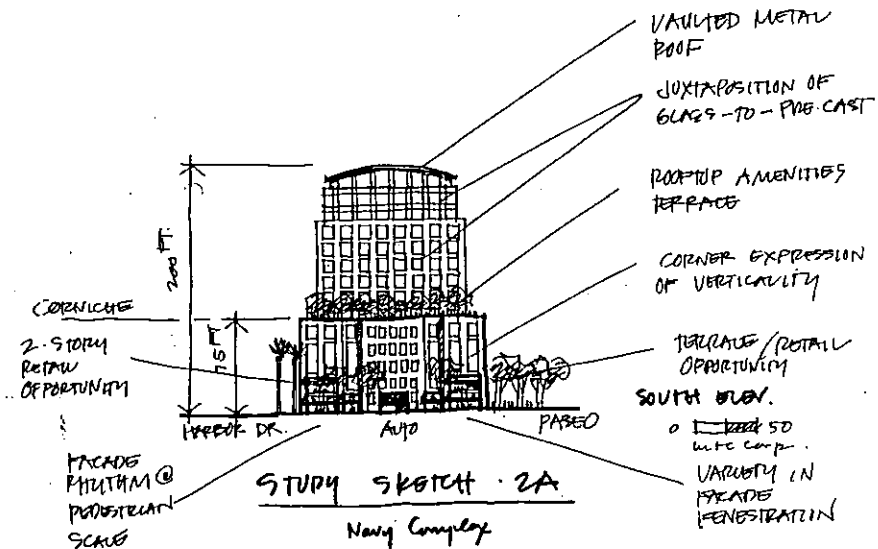
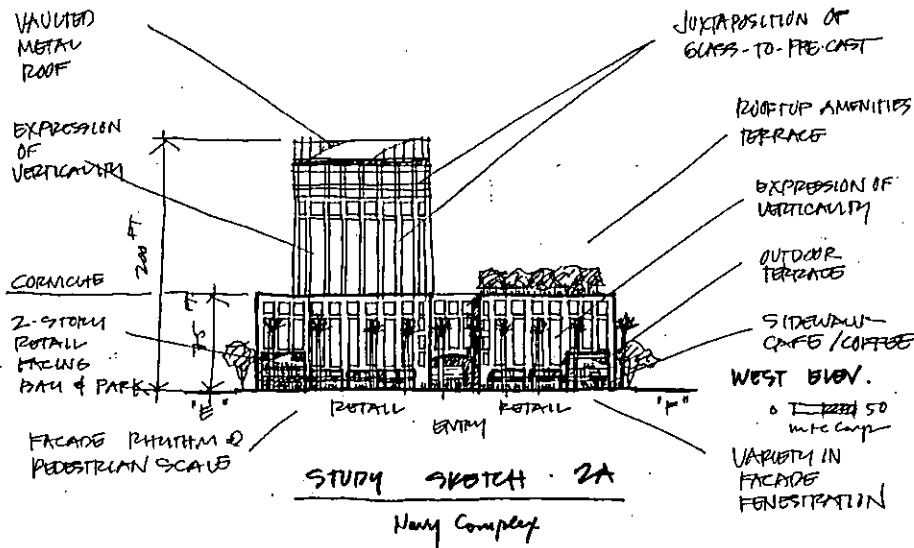
Building 2-A - Perspective from Northwest

July 2, 2007

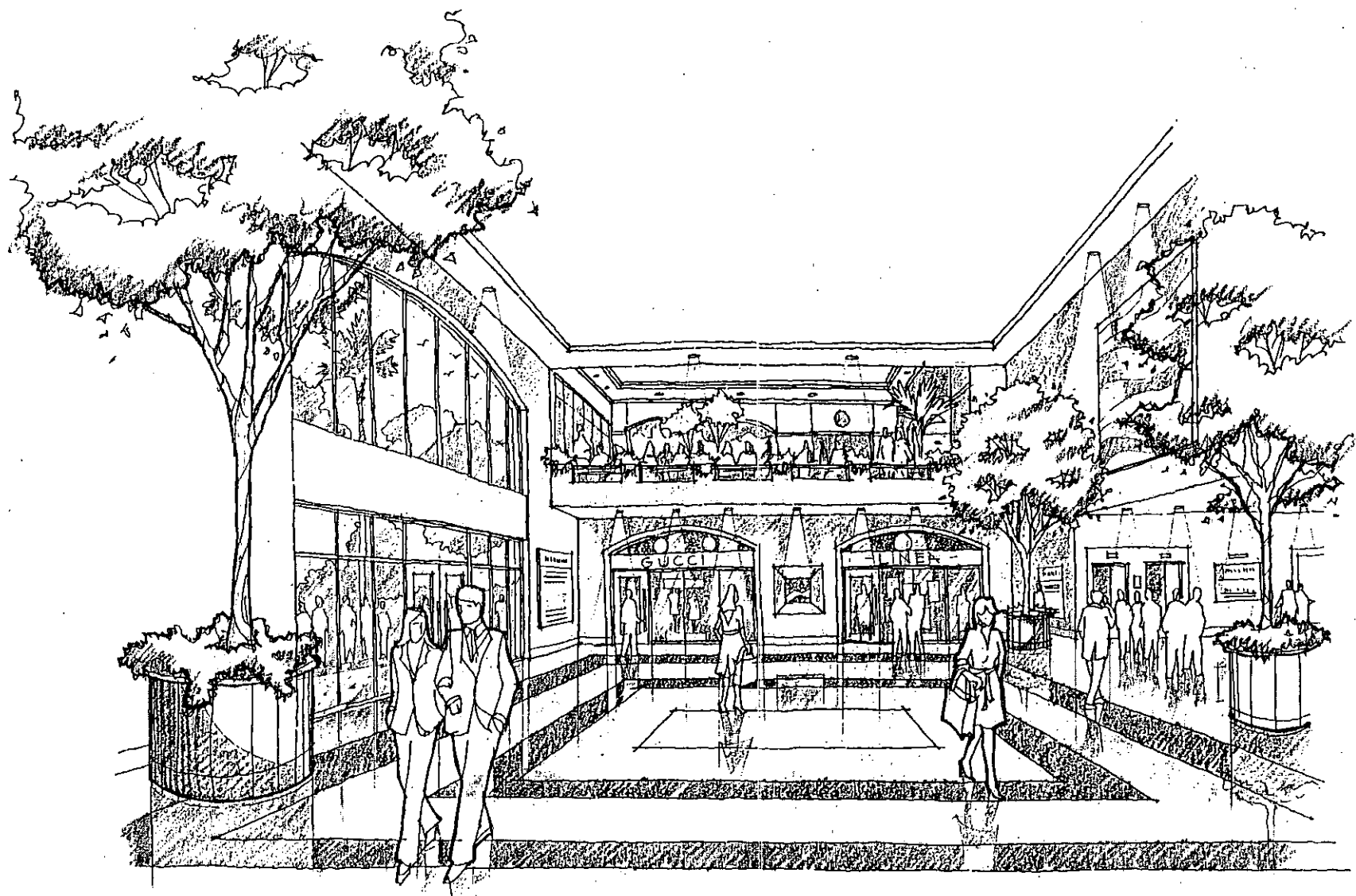
Gensler

WRT
WILLIAMSON
REYNOLDS & TAYLOR
ARCHITECTS

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Block 2 and 3 Specifics

As stated above the Paseo is the primary public open space through Block 2. The square at the axis of the Paseo and the mid-block building entrance is defined by the pavement pattern, a water fountain and composition of palm trees (*Archontophoenix cunninghamiana*). The canopy trees (*Tipuana tipu*) and palms extend, along with the pedestrian pavement south across F Street to Block 3.

The western portion of the Block 3 is contained within the improvements defined by the NEVP. The eastern portion is the site for the Navy Administration Building (NAB) is designed to be an open public landscape, with inviting lawns, shade trees, colorful understory plant materials, structured seating and decorative water fountains. To compliment the symmetry of the building the landforms are sculpted as series of grass waves along its north and south sides. The mounding of the soil is to support growth of shade trees. The plant materials include lawn areas on the west side (max 2:1 slope), and taller native grasses on the steeper (3:1) east sides. Shade trees are planted near the tops of the slope. Three 60 inch wide pedestrian paths provide access to the NAB lawn from north and south. A vertical trellis defines the west edge of Paseo. It may be detailed to support flowering vines.

The northeast and southeast corners of the site are marked with large groupings of palm trees (*Phoenix reclinata*) in 36 inch tall raised planters. These provide the depth of soil for large trees and flowering understory plants. Planters are also along the north, west and east sides of the building. Planters are faced with stone matching that of the NAB.

The entry court at the west side of the building is flanked by two large palm trees (*Phoenix canariensis*) in 36 inch tall raised planters, a distinct pattern of pavers and a set of flag poles.

Emergency vehicle (City of San Diego Fire Department) access is defined along the Paseo west of the NAB, between F Street and G Street. Removable bollards are located near the street access areas, also at the building's eastern loading and service areas. Matching non-removable bollards are set between raised planters to assist in securing the facility.

All site elements, pavement (not including the Pacific Highway median) fountains, furnishings and planting, are above the parking structure. Excess storm water drainage will be collected in small surface drains and piped to a subsurface network leading to the city storm water system. The interstitial space between the finish grade and the top of the parking slab is to be filled with Structural Soil designed to support and spread the required vehicular loads of fire trucks in the designated fire lane, and allow for the growth of street tree roots.

Two public water fountains are on the Block 3. One designed on the east façade of the building at Pacific Highway, and the second at the southwest corner of the site. This fountain defines a gathering space and gateway transition of the Paseo across G Street. Water will flow from a continuous (hidden) source along the top of a low wall and drop into a pool. The interior finish of the fountain will be selected to complement the building façade. The exterior finish of the fountain and all raised planters will be a stone veneer to match the building.

Plant materials are either native to San Diego, or are found to thrive near the bay. The automatic irrigation system follows the Navy's standard list of equipment. Utilities are sited out of direct public view. Concrete headers surround all elements in the lawn to assist in mowing.

Trees (not including street trees) will be uplighted. CCDC standard and gateway lights will be installed along F Street, Pacific Highway and G Street. Site furnishings including pedestrian scale lights and trash receptacles will be located along the Paseo west of the Navy Administration Building.

Pavement and street trees on F Street, Pacific Highway and G Street, as well as the trees and understory planting in the median of Pacific Highway follow the North Embarcadero Visionary Plan and the CCDC Streetscape Manual. G Street is a 120' ROW (25' walk on the south, 60' road, 35' walk on the north). Each side of the street has a double row of trees set in CCDC tree grates flush with the adjacent pedestrian pavement. A 6' wide 36" tall raised tree planter along F Street is above the driveway access. A 15' wide sidewalk is located along F Street between the street tree planter and the open lawn.

Trees include but are not limited to the following:

- *Archontophoenix cunninghamiana*, King Palm, 18' BTH, per plan, in 36" tall raised planter
- *Liquidambar styraciflua*, American Sweetgum, 48" box, CCDC street tree, in tree grates
- *Phoenix canariensis*, Canary Island Palm, 18' BTH, per plan, in 36" tall raised planter
- *Phoenix reclinata*, Senegal Date Palm, 60" box, per plan, in 36" tall raised planter
- *Pinus torreyana*, Torrey Pine, 48" box, per plan, in 36" tall raised planter
- *Tipuna tipu*, Tipu Tree, 48" box, per plan, in 36" tall raised planter
- *Washingtonia robusta*, California Fan Palm, 18' BTH, CCDC street tree, in tree grates

Shrubs, Groundcover and Vines include but are not limited to the following:

- *Agave Americana*, Century Plant, 15 Gal., per plan
- *Bougainvillea 'San Diego Red'*, Bougainvillea, 5 Gal., per plan
- *Ceanothus griseus horizontalis*, California Creeper, 5 Gal., 36" O.C.
- *Juniperus 'torulosa'*, Hollywood Juniper, 15 Gal., per plan
- *Oenothera species*, Evening Primrose, 5 Gal., 36" O.C.
- *Romneya coulteri 'White Cloud'*, Matlilla Poppy, 5 Gal., 60" O.C.
- *Rosa californica*, California Rose, 5 Gal., 36" O.C.
- *Salvia apiana*, White Sage, 5 Gal., 36" O.C.
- *Strelitzia reginae*, Bird of Paradise, 5 Gal., 36" O.C.
- *Zauschneria californica*, California Fuschia, 5 Gal., 36" O.C.
- *Wisteria sinensis*, Wisteria, 15 Gal., per plan

Grasses include but are not limited to the following:

- *'Marathon I'*, Standard Tall Fescue, Sod
- *Elymus condensatus*, Giant Wildrye, 5 Gal., 36" O.C.
- *Muhlenbergia rigens*, Deer Grass, 5 Gal., 24" O.C.

Site Furnishings

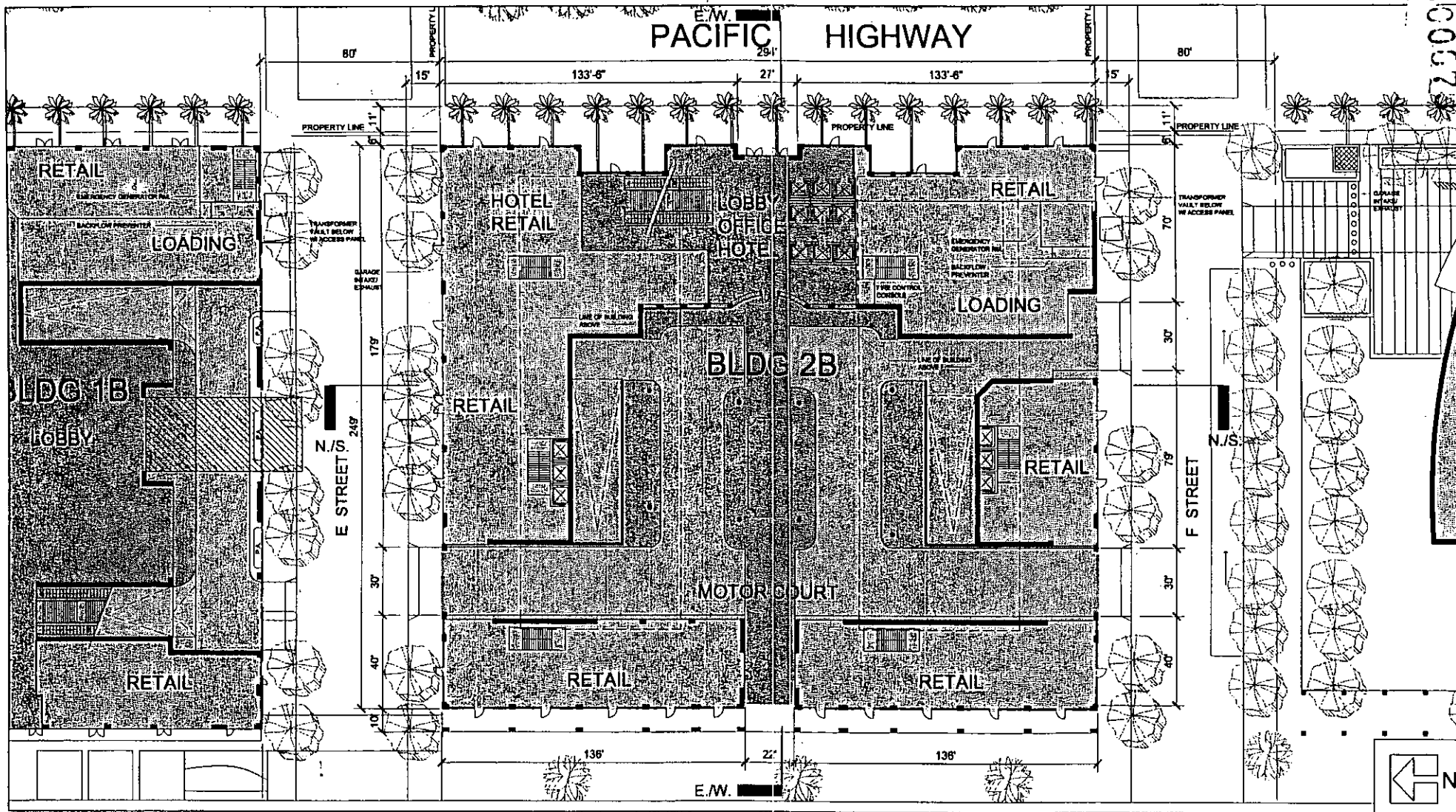
Manufacturers, types, colors, and finishes of pavement, furnishings for the public rights-of-way adhere to the CCDC and NEVP standards. Within the property boundaries the following items are required:

- Aluminum flagpoles – 45' height, **Double Mast Nautical** aluminum. The topmost bracket, and the gaff and yardarm brackets, are fabricated from 6063-T6 aluminum tubing and plate, heliarc welded, and are finished to match the flagpole shaft. Manufacturer-applied bronze anodized finish. Cable-based Internal Halyard Winch System as manufactured by Concord Industries, Inc., Dallas TX, www.concordindustries.com or approved equal.
- Bench – Neoliviano, with central arm, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546, or approved equal. Embedded into cast-in-place concrete sub-base.
- Bollard – 3" diameter stainless steel pipe as manufactured by Leda-Vannacorp, www.ledaint.com, or approved equal.
- Bollard Retractable – 6" diameter stainless steel pipe with manual lifting handle, as manufactured by Leda-Vannacorp, www.ledaint.com, or approved equal;
- Pedestal drinking fountain - 3377_LRG, as manufactured by Markstaar, www.markstaar.com, or approved equal.
- Pedestrian Lighting – Saturn 3, double mounted on round 12' straight aluminum single pole, bronze finish, as manufactured by SeLux, www.selux.com or approved equal. Set flush to paved surface.
- Rectangular Unit Pavers – to complement the pavement of the NEVP with possible integration of additional unit pavers such as stone to match the adjacent building façade. The pavement will be a designed in rectilinear patterns with subtle changes in color and /or texture. Pavement pattern may utilize a variety of sizes, i.e. 6" x 12", 12" x 12", etc.. Color to be determined. Thickness will be determined based upon structural base to meet the City of San Diego's requirements for emergency vehicle access. Pavers will be as manufactured by Blockleys, www.blockleys.com/blockleys.html or approved equal.
- Structural Soil – for street tree and tree planting above parking structure, a uniformly blended mixture of crushed Stone, Clay Loam and Hydrogel, as directed by CU-SoilTM producers, distributed by AMEREQ, INC. 800-832-8788, or approved equal, no know equal.
- Trash Receptacle - 30 gallon, Scarborough Receptacle, powdercoat, color to be determined, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546, or approved equal.
- Tree Grate – Pacific Gateway Passage, 5' x 5' size Model Number R-8712 from the Avenue Collection by Neenah Foundry, factory primed and painted black. The tree grate shall have a factory-applied finish, consisting of a minimum of one coat of primer and one coat of black enamel. Top finish shall be a slip resistant coating such as 'SharkGrip' by Sherwin Williams or approved equal. When applied following manufacturer's instructions, the slip-resistant coating shall provide a minimum static coefficient of 0.6 or the minimum recommendation for compliance with California Title 24 or the ADAGG requirements, whichever is most stringent. Or approved equal.

000678

Site 2B: A 28-story Twin Condo Hotel-Office Tower

The composition of the twin towers is derived from the desire to promote the buildings of site 1B and 4B as iconic, while the buildings of 2B and 3B are in "repose". This provides for the "suppression of form and mass" and, in turn, advances the concepts of transparency and layering, as well as, spatial separation and light-and-shadow. The condo hotel and office tower is of a modern architectural aesthetic featuring "lattice façades" with articulated spires.



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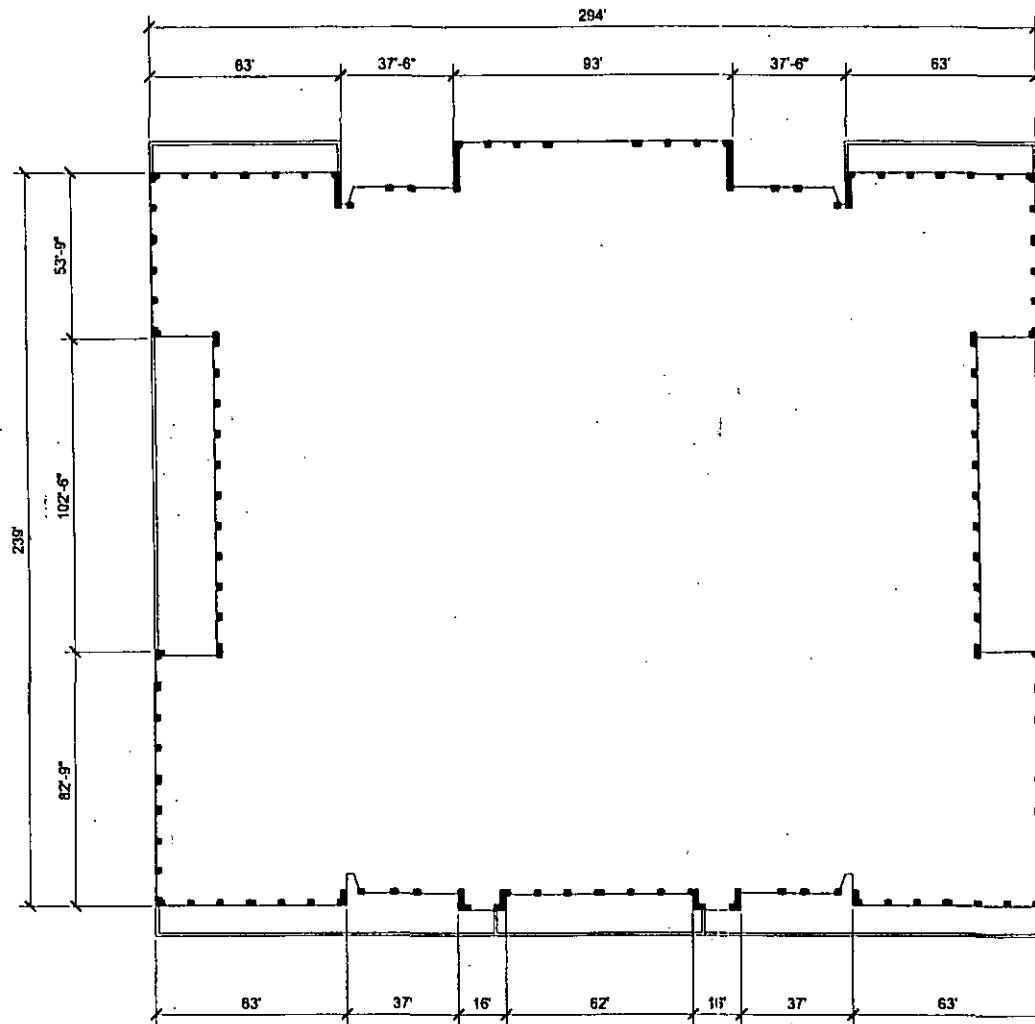
NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 2B : PHASE CONCEPT - SCHEMATICS

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July 2, 2007

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FLOOR PLAN AT ELEVATION 50'



NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 2B : PHASE CONCEPT - SCHEMATICS

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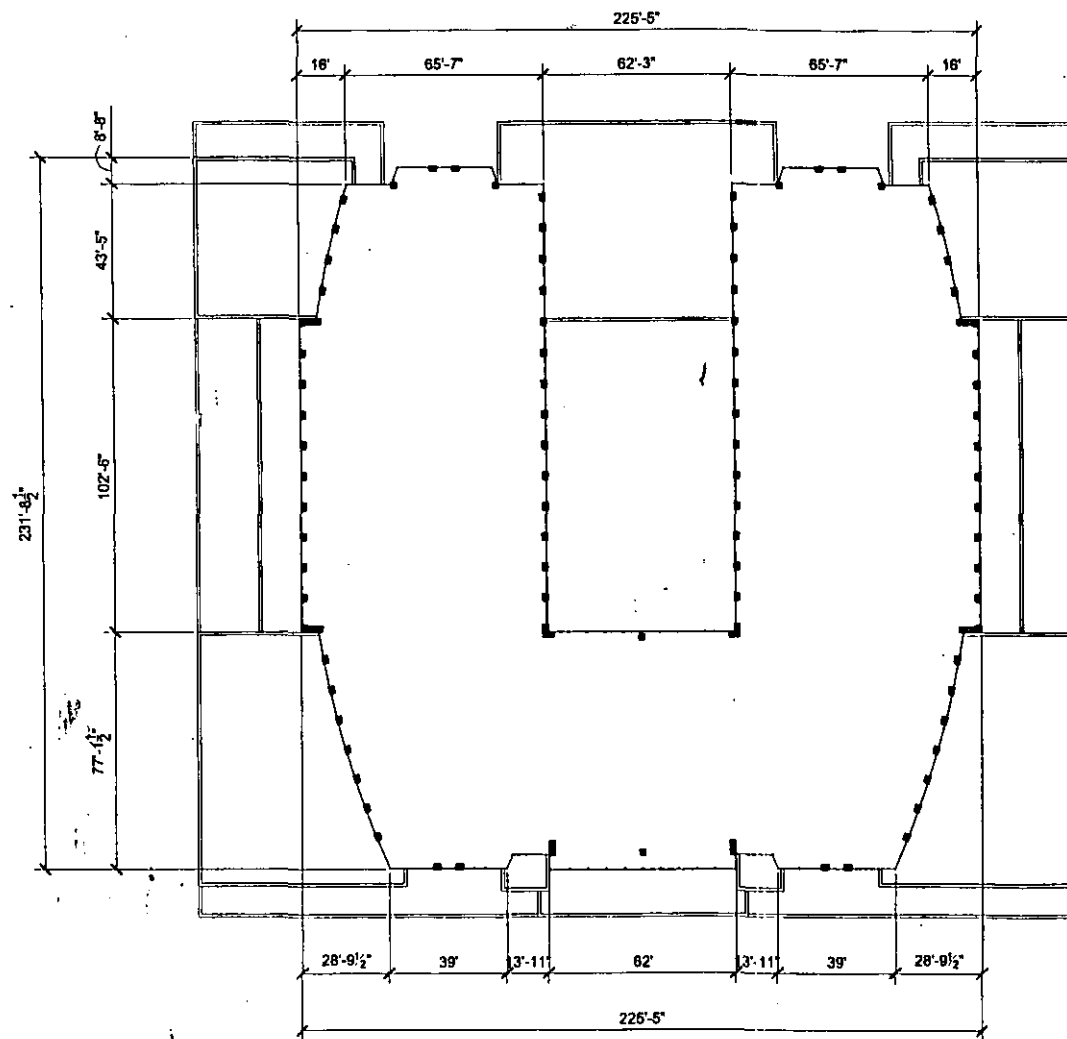
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FLOOR PLAN AT ELEVATION 90'



NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 2B : PHASE CONCEPT - SCHEMATICS

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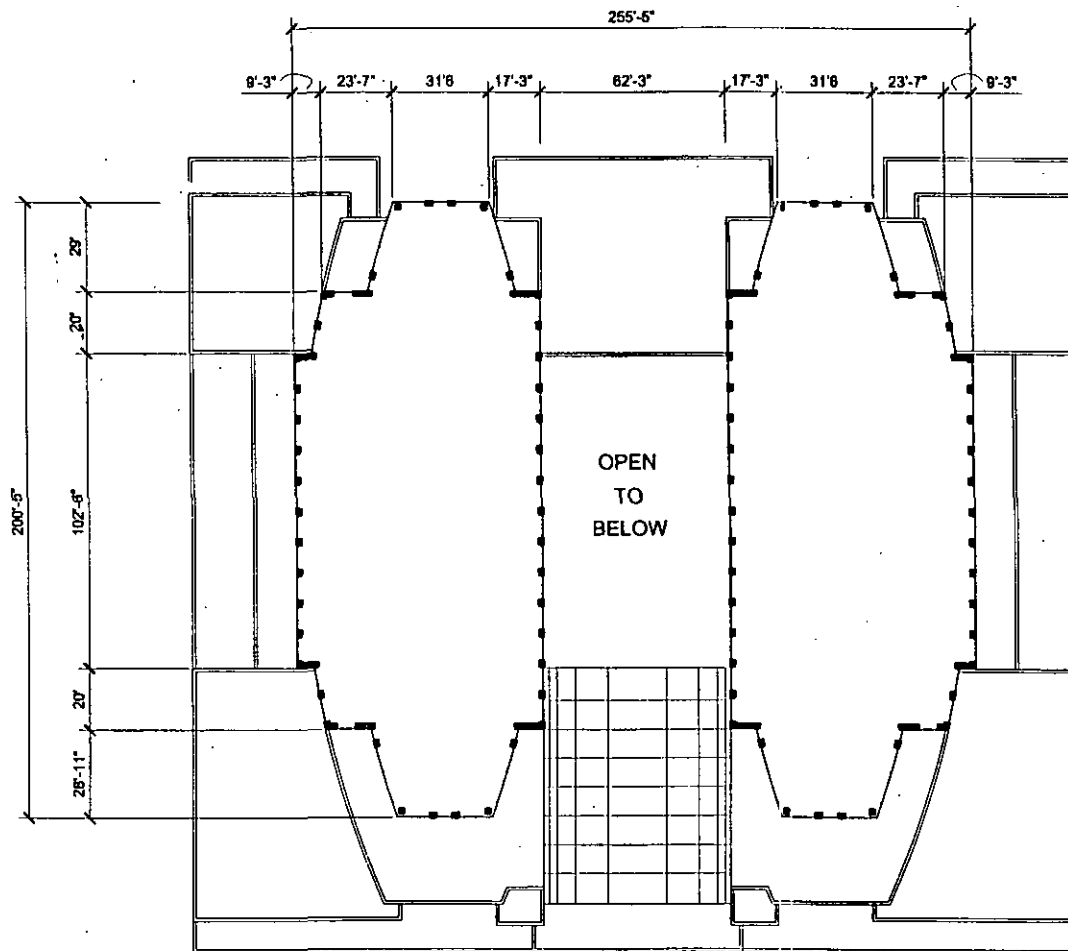
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FLOOR PLAN AT ELEVATION 180'



NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 2B : PHASE CONCEPT - SCHEMATICS

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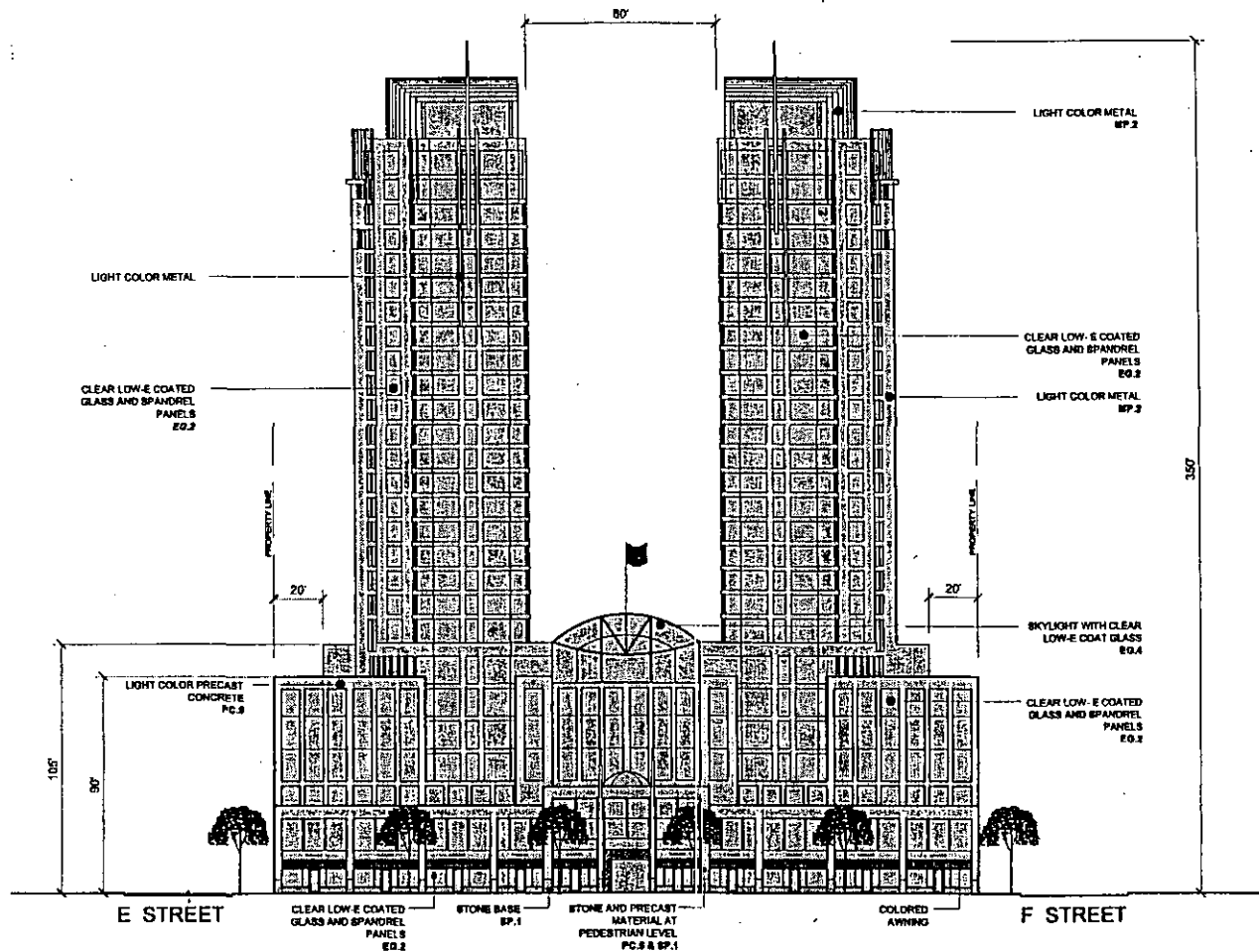
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WEST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 2B PHASE CONCEPT - SCHEMATICS

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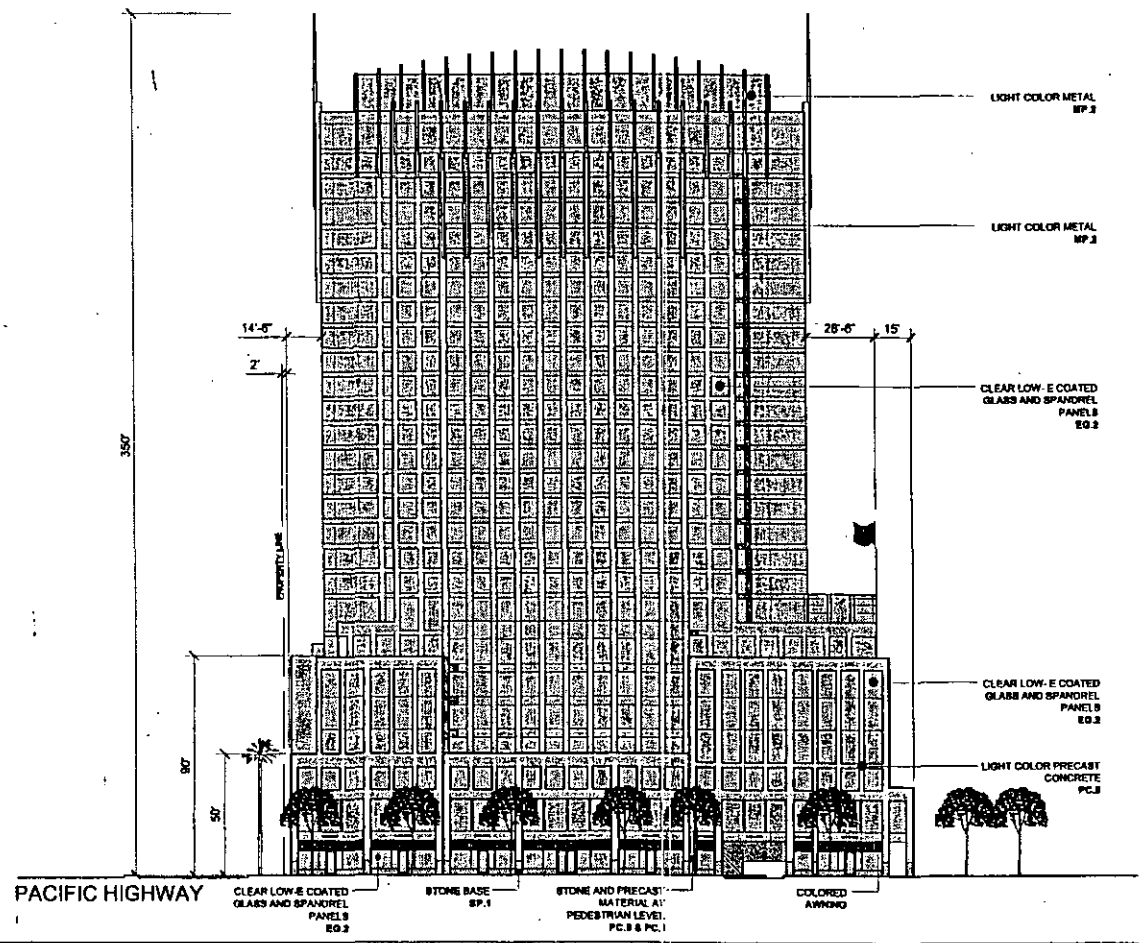
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NORTH ELEVATION

NAVY BROADWAY COMPLEX

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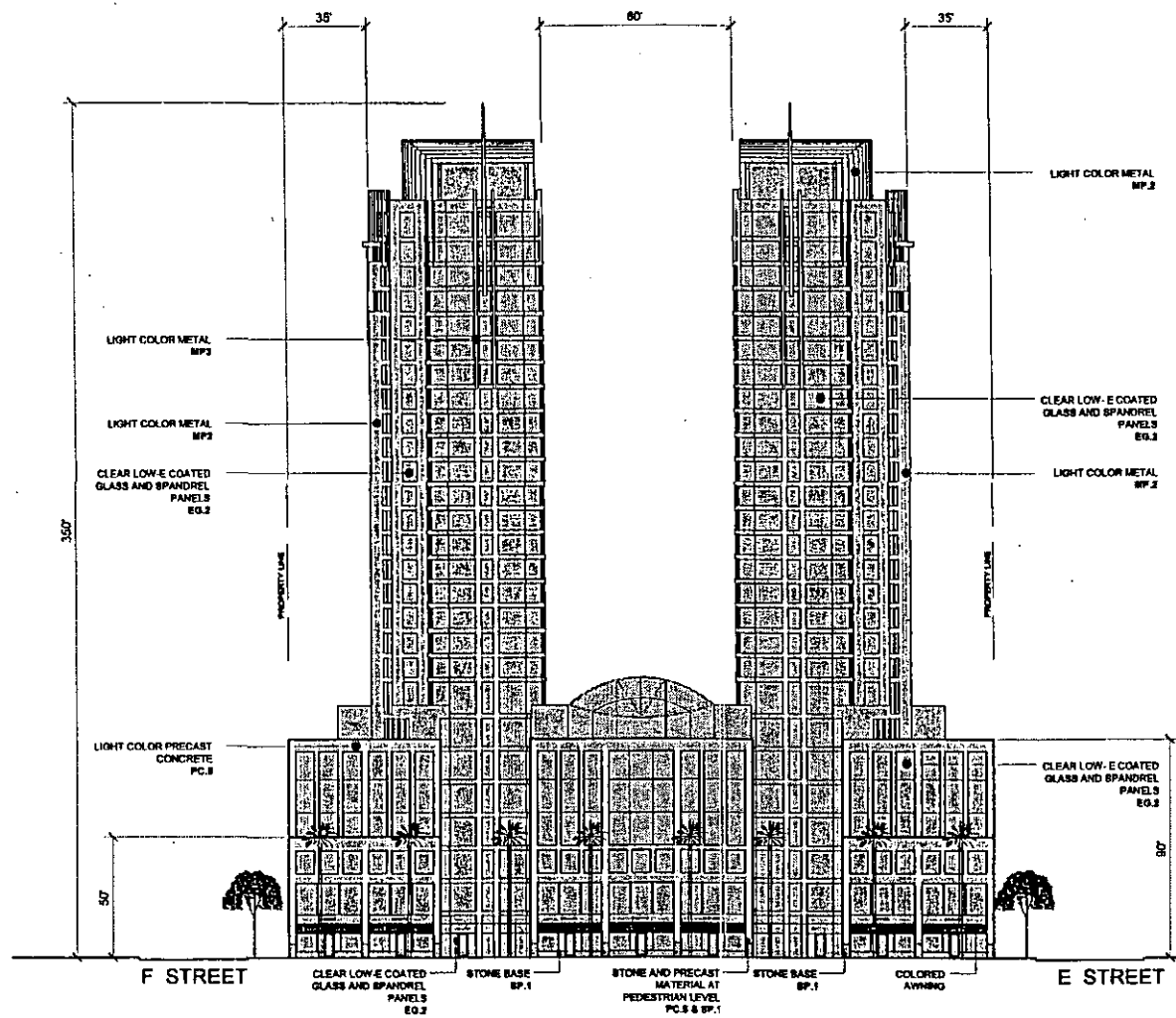
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EAST ELEVATION

NAVY BROADWAY COMPLEX

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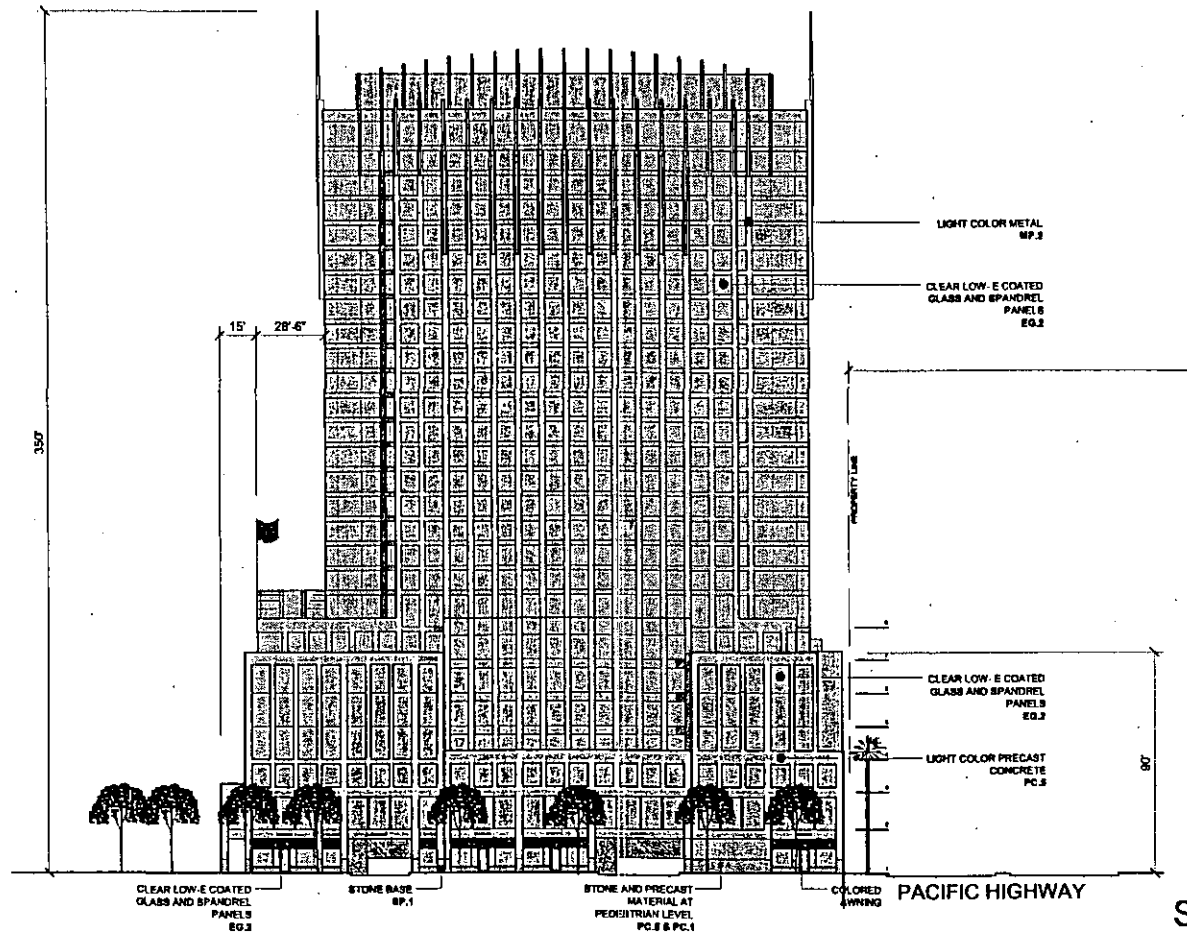
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SOUTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 2B PHASE CONCEPT - SCHEMATICS

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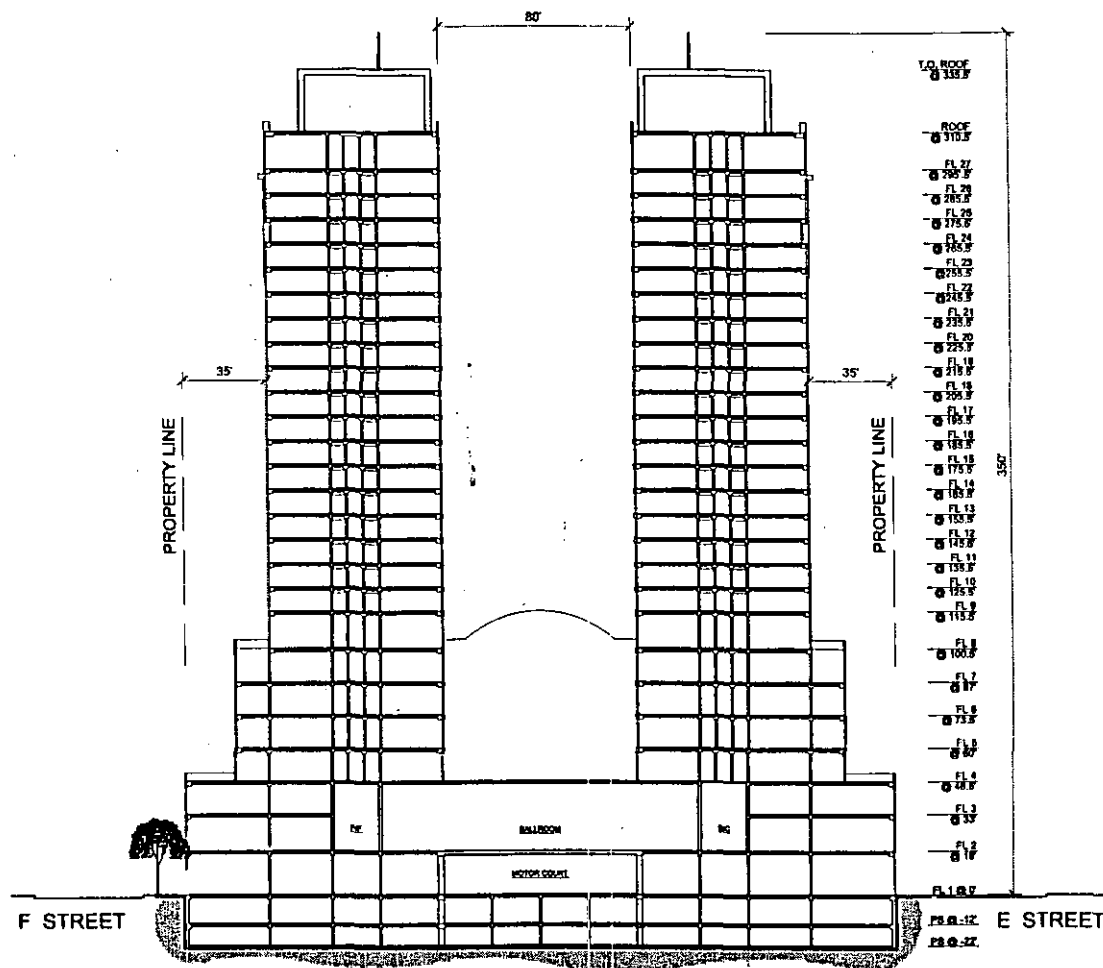
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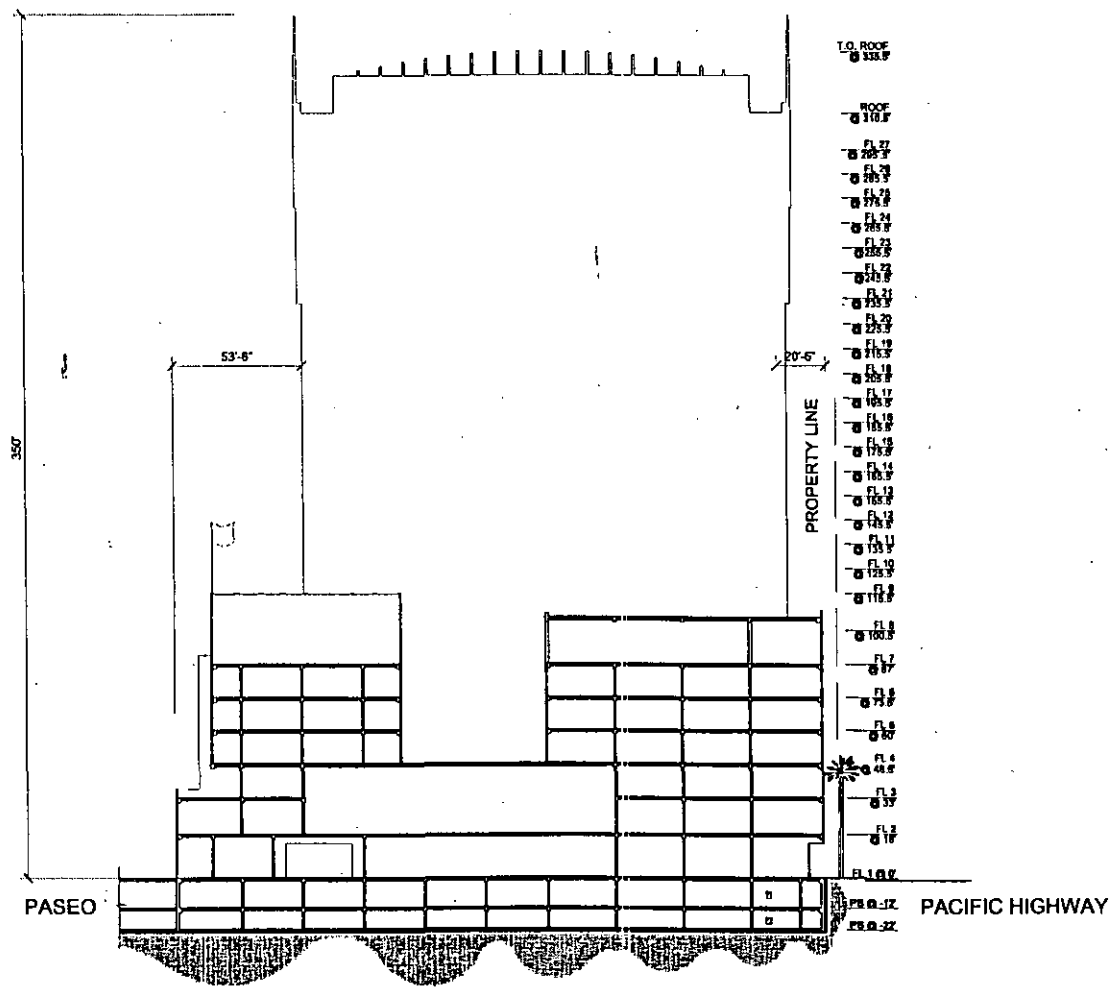
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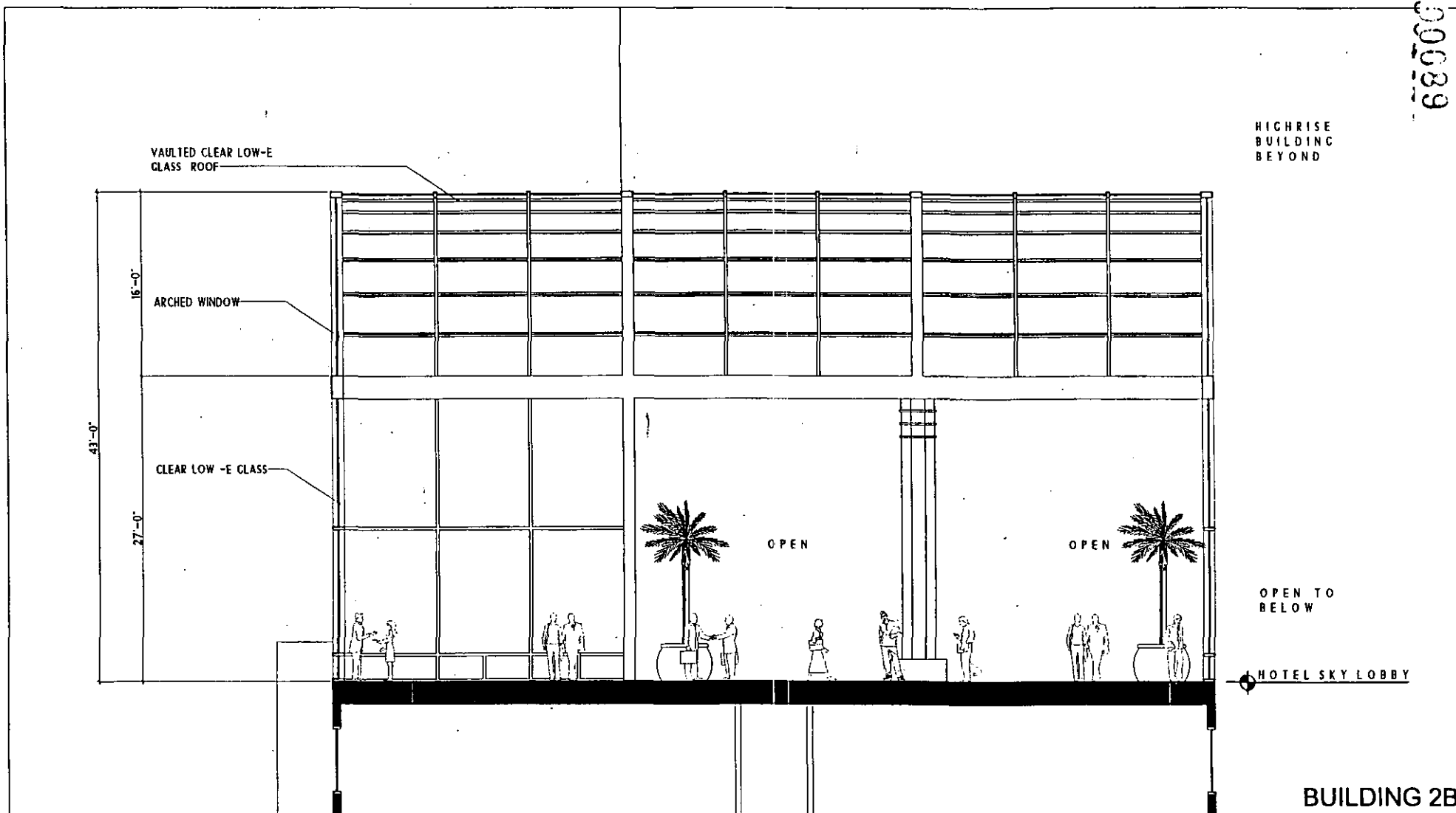
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NAVY BROADWAY COMPLEX

ENLARGED SECTIONS & IMPORTANT DETAILS

PHASE CONCEPT - SCHEMATICS

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Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA
03.6012.000

Building 2B - Perspective from Northwest

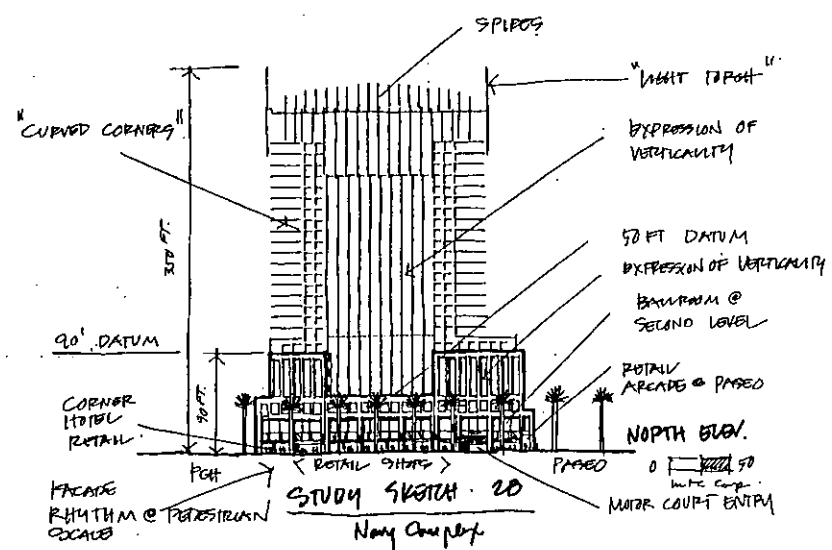
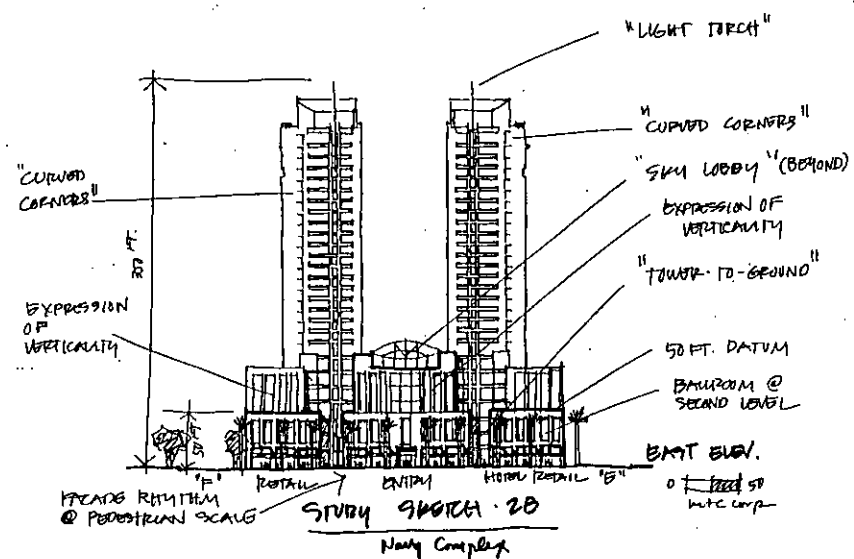
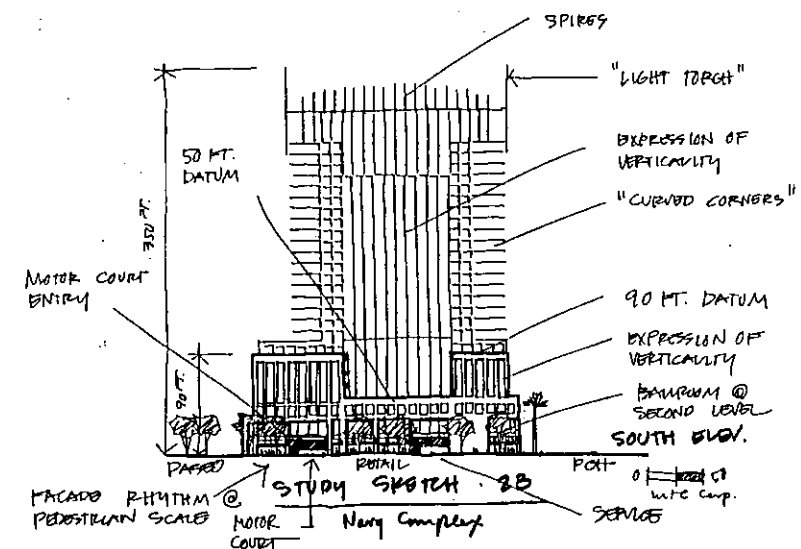
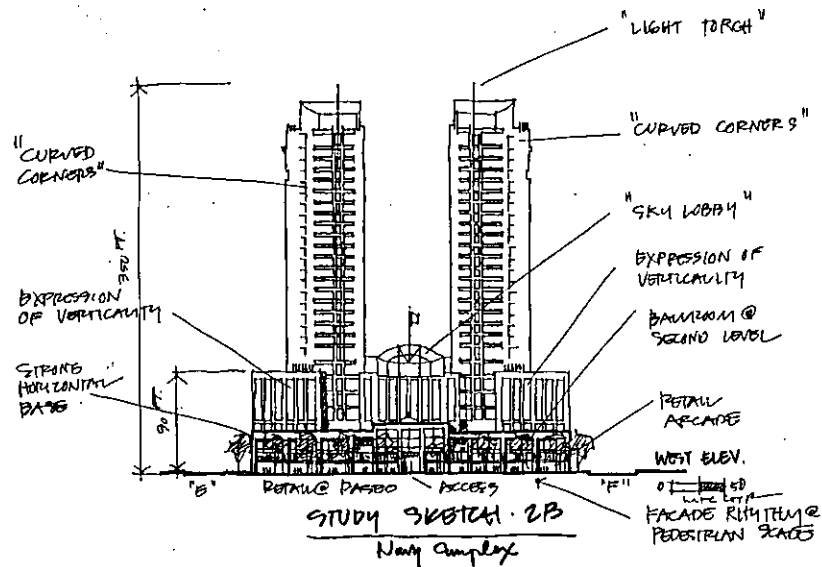
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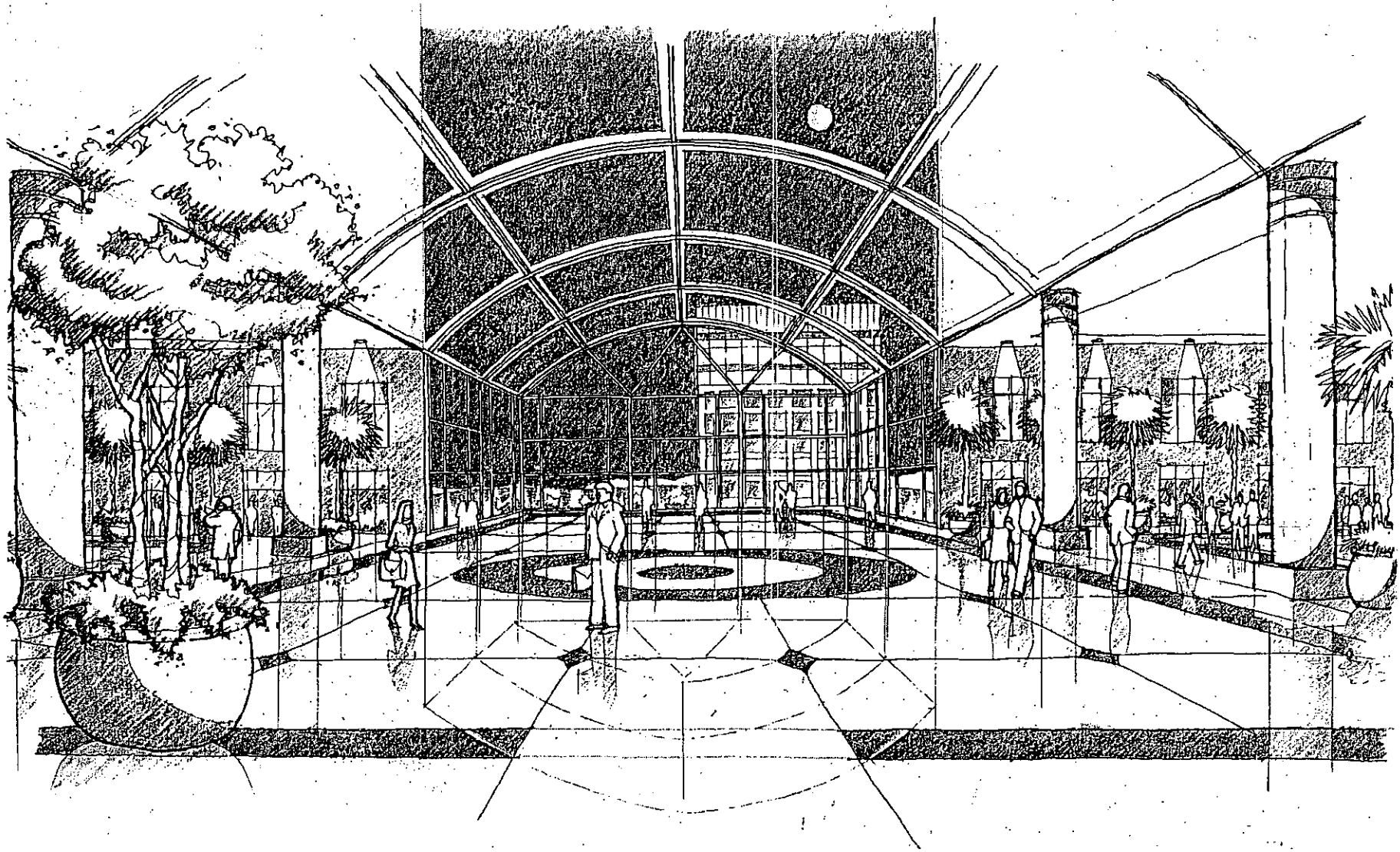
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Block 2 and 3 Specifics

As stated above the Paseo is the primary public open space through Block 2. The square at the axis of the Paseo and the mid-block building entrance is defined by the pavement pattern, a water fountain and composition of palm trees (*Archontophoenix cunninghamiana*). The canopy trees (*Tipuna tipu*) and palms extend, along with the pedestrian pavement south across F Street to Block 3.

The western portion of the Block 3 is contained within the Improvements defined by the NEVP. The eastern portion is the site for the Navy Administration Building (NAB) is designed to be an open public landscape, with inviting lawns, shade trees, colorful understory plant materials, structured seating and decorative water fountains. To compliment the symmetry of the building the landforms are sculpted as series of grass waves along its north and south sides. The mounding of the soil is to support growth of shade trees. The plant materials include lawn areas on the west side (max 2:1 slope), and taller native grasses on the steeper (3:1) east sides. Shade trees are planted near the tops of the slope. Three 60 inch wide pedestrian paths provide access to the NAB lawn from north and south. A vertical trellis defines the west edge of Paseo. It may be detailed to support flowering vines.

The northeast and southeast corners of the site are marked with large groupings of palm trees (*Phoenix reclinata*) in 36 inch tall raised planters. These provide the depth of soil for large trees and flowering understory plants. Planters are also along the north, west and east sides of the building. Planters are faced with stone matching that of the NAB.

The entry court at the west side of the building is flanked by two large palm trees (*Phoenix canariensis*) in 36 inch tall raised planters, a distinct pattern of pavers and a set of flag poles.

Emergency vehicle (City of San Diego Fire Department) access is defined along the Paseo west of the NAB, between F Street and G Street. Removable bollards are located near the street access areas, also at the building's eastern loading and service areas. Matching non-removable bollards are set between raised planters to assist in securing the facility.

All site elements, pavement (not including the Pacific Highway median) fountains, furnishings and planting, are above the parking structure. Excess storm water drainage will be collected in small surface drains and piped to a subsurface network leading to the city storm water system. The interstitial space between the finish grade and the top of the parking slab is to be filled with Structural Soil designed to support and spread the required vehicular loads of fire trucks in the designated fire lane, and allow for the growth of street tree roots.

Two public water fountains are on the Block 3. One designed on the east façade of the building at Pacific Highway, and the second at the southwest corner of the site. This fountain defines a gathering space and gateway transition of the Paseo across G Street. Water will flow from a continuous (hidden) source along the top of a low wall and drop into a pool. The interior finish of the fountain will be selected to complement the building façade. The exterior finish of the fountain and all raised planters will be a stone veneer to match the building.

Plant materials are either native to San Diego, or are found to thrive near the bay. The automatic irrigation system follows the Navy's standard list of equipment. Utilities are sited out of direct public view. Concrete headers surround all elements in the lawn to assist in mowing.

Trees (not including street trees) will be uplighted. CCDC standard and gateway lights will be installed along F Street, Pacific Highway and G Street. Site furnishings including pedestrian scale lights and trash receptacles will be located along the Paseo west of the Navy Administration Building.

Pavement and street trees on F Street, Pacific Highway and G Street, as well as the trees and understory planting in the median of Pacific Highway follow the North Embarcadero Visionary Plan and the CCDC Streetscape Manual. G Street is a 120' ROW (25' walk on the south, 60' road, 35' walk on the north). Each side of the street has a double row of trees set in CCDC tree grates flush with the adjacent pedestrian pavement. A 6' wide 36" tall raised tree planter along F Street is above the driveway access. A 15' wide sidewalk is located along F Street between the street tree planter and the open lawn.

Trees include but are not limited to the following:

- *Archontophoenix cunninghamiana*, King Palm, 18' BTH, per plan, in 36" tall raised planter
- *Liquidambar styraciflua*, American Sweetgum, 48" box, CCDC/street tree, in tree grates
- *Phoenix canariensis*, Canary Island Palm, 18' BTH, per plan, in 36" tall raised planter
- *Phoenix reclinata*, Senegal Date Palm, 60" box, per plan, in 36" tall raised planter
- *Pinus torreyana*, Torrey Pine, 48" box, per plan, in 36" tall raised planter
- *Tipuna tipu*, Tipu Tree, 48" box, per plan, in 36" tall raised planter
- *Washingtonia robusta*, California Fan Palm, 18' BTH, CCDC street tree, in tree grates

Shrubs, Groundcover and Vines include but are not limited to the following:

- *Agave Americana*, Century Plant, 15 Gal., per plan
- *Bougainvillea 'San Diego Red'*, Bougainvillea, 5 Gal., per plan
- *Ceanothus griseus horizontalis*, California Creeper, 5 Gal., 36" O.C.
- *Juniperus 'torulosa'*, Hollywood Juniper, 15 Gal., per plan
- *Oenothera species*, Evening Primrose, 5 Gal., 36" O.C.
- *Romneya coulteri 'White Cloud'*, Matilija Poppy, 5 Gal., 60" O.C.
- *Rosa californica*, California Rose, 5 Gal., 36" O.C.
- *Salvia apiana*, White Sage, 5 Gal., 36" O.C.
- *Strelitzia reginae*, Bird of Paradise, 5 Gal., 36" O.C.
- *Zauschneria californica*, California Fuchsia, 5 Gal., 36" O.C.
- *Wisteria sinensis*, Wisteria, 15 Gal., per plan

Grasses include but are not limited to the following:

- *'Marathon I'*, Standard Tall Fescue, Sod
- *Elymus condensatus*, Giant Wildrye, 5 Gal., 36" O.C.
- *Muhlenbergia rigens*, Deer Grass, 5 Gal., 24" O.C.

Site Furnishings

Manufacturers, types, colors, and finishes of pavement, furnishings for the public rights-of-way adhere to the CCDC and NEVP standards. Within the property boundaries the following items are required:

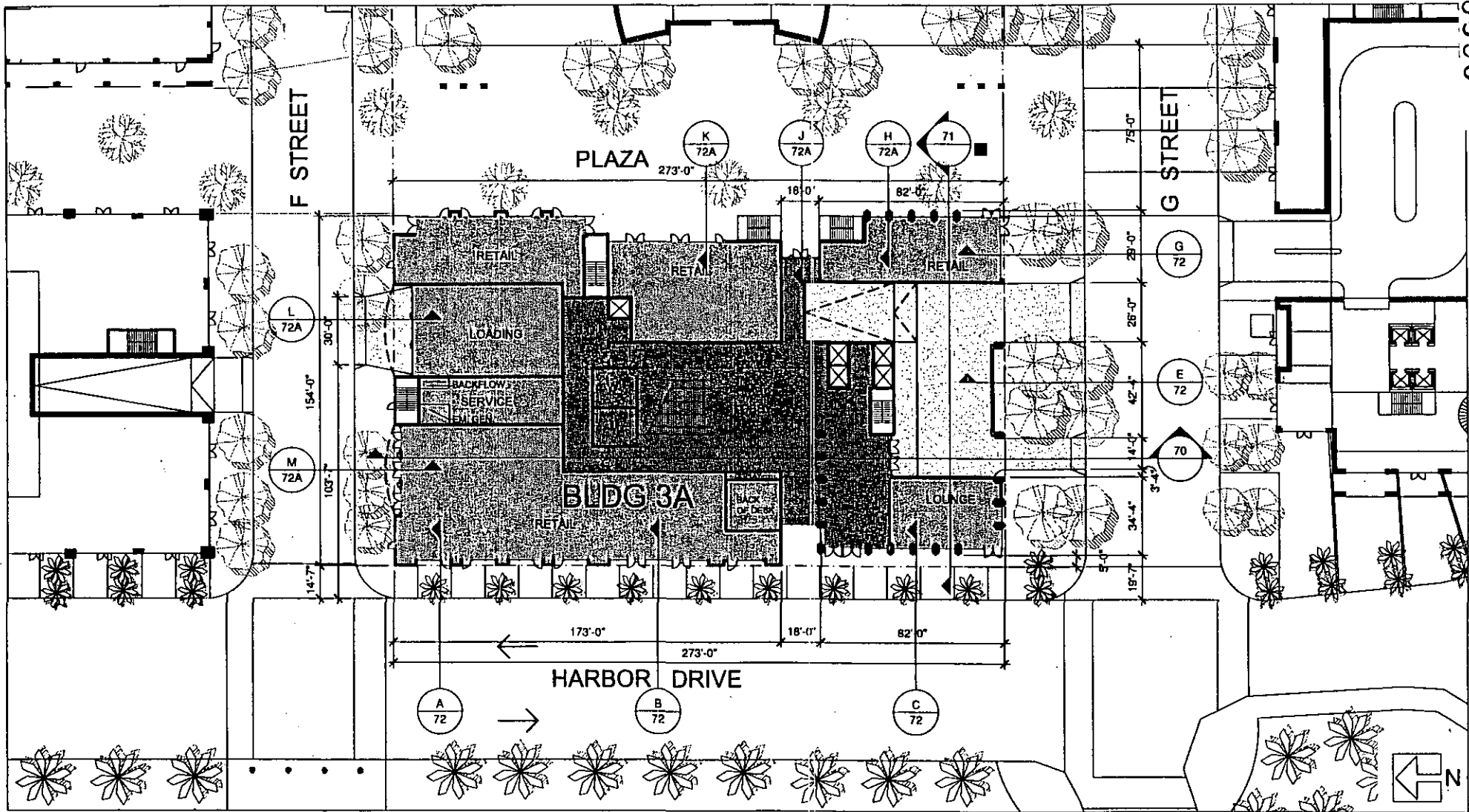
- Aluminum flagpoles – 45' height, **Double Mast Nautical** aluminum. The topmost bracket, and the gaff and yardarm brackets, are fabricated from 6063-T6 aluminum tubing and plate, heliarc welded, and are finished to match the flagpole shaft. Manufacturer-applied bronze anodized finish, Cable-based Internal Halyard Winch System as manufactured by Concord Industries, Inc., Dallas TX, www.concordindustries.com or approved equal.
- Bench – Neoliviano, with central arm, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546, or approved equal. Embedded into cast-in-place concrete sub-base.
- Bollard – 3" diameter stainless steel pipe as manufactured by Leda-Vannacilp, www.ledaint.com, or approved equal.
- Bollard Retractable – 6" diameter stainless steel pipe with manual lifting handle, as manufactured by Leda-Vannacilp, www.ledaint.com, or approved equal.
- Pedestal drinking fountain - 3377_LRG, as manufactured by Markstaar, www.markstaar.com, or approved equal.
- Pedestrian Lighting – Saturn 3, double mounted on round 12' straight aluminum single pole, bronze finish, as manufactured by SeLux, www.selux.com or approved equal. Set flush to paved surface.
- Rectangular Unit Pavers – to complement the pavement of the NEVP with possible integration of additional unit pavers such as stone to match the adjacent building façade. The pavement will be a designed in rectilinear patterns with subtle changes in color and for texture. Pavement pattern may utilize a variety of sizes, i.e. 6" x 12", 12" x 12", etc.. Color to be determined. Thickness will be determined based upon structural base to meet the City of San Diego's requirements for emergency vehicle access. Pavers will be as manufactured by Blockleys, www.blockleys.com/blockleys.html or approved equal.
- Structural Soil – for street tree and tree planting above parking structure, a uniformly blended mixture of crushed Stone, Clay Loam and Hydrogel, as directed by CU-SoilTM producers, distributed by AMEREQ, INC. 800-832-8788, or approved equal, no know equal.
- Trash Receptacle - 30 gallon, Scarborough Receptacle, powdercoat, color to be determined, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546, or approved equal.
- Tree Grate – Pacific Gateway Passage, 5' x 5' size Model Number R-8712 from the Avenue Collection by Neenah Foundry, factory primed and painted black. The tree grate shall have a factory-applied finish, consisting of a minimum of one coat of primer and one coat of black enamel. Top finish shall be a slip resistant coating such as 'SharkGrip' by Sherwin Williams or approved equal. When applied following manufacturer's instructions, the slip-resistant coating shall provide a minimum static coefficient of 0.6 or the minimum recommendation for compliance with California Title 24 or the ADAGG requirements, whichever is most stringent. Or approved equal.

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Site 3A: A 10-story Hotel and the Navy Building

Hotel 3A will have a contemporary design; while the Navy Headquarters' (site 3B) will have a modern aesthetic (see Navy submittal).

The image of the proposed hotel is of "a lighthouse along the water's edge". The building's composition aligns the tower in support of the G Street thoroughfare, while the low-rise reinforces the concept of the Corniche along Harbor Drive. The west façade is an asymmetrical composition which features a variety of well proportioned windows, openings and step backs, and a roof top amenities terrace which overlooks San Diego Bay. Along the Paseo, the design parti offers a variety of ground level retail opportunities, as well as significant second floor connections, including a restaurant dining terrace and a veranda linked to the hotel's ballroom and its pre-function space.



NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 3A PHASE CONCEPT - SCHEMATICS

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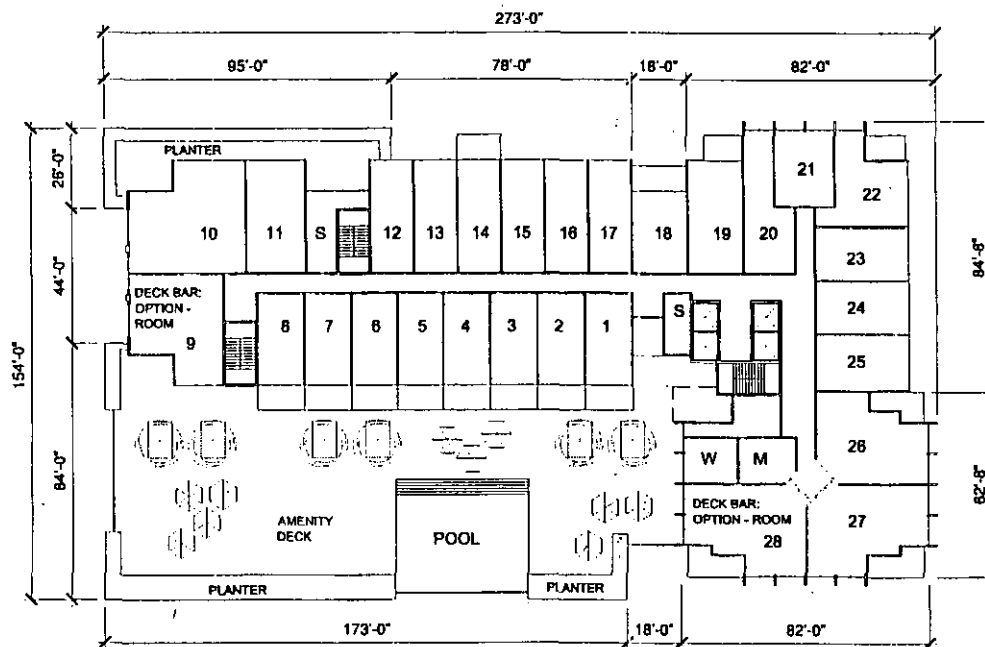
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FLOOR PLAN AT ELEVATION 70'



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FIFTH FLOOR PLAN - BUILDING 3A PHASE CONCEPT - SCHEMATICS

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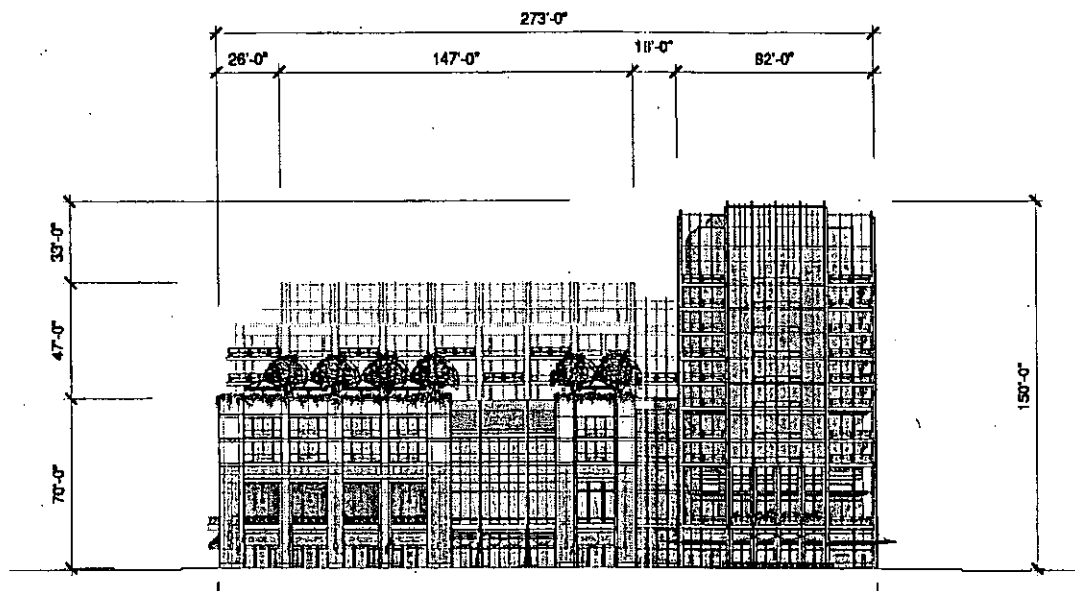
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NOTE: SEE SHEET 66A FOR
MATERIAL INDICATIONS

WEST ELEVATION

NAVY BROADWAY COMPLEX

BUILDING 3A PHASE CONCEPT - SCHEMATICS

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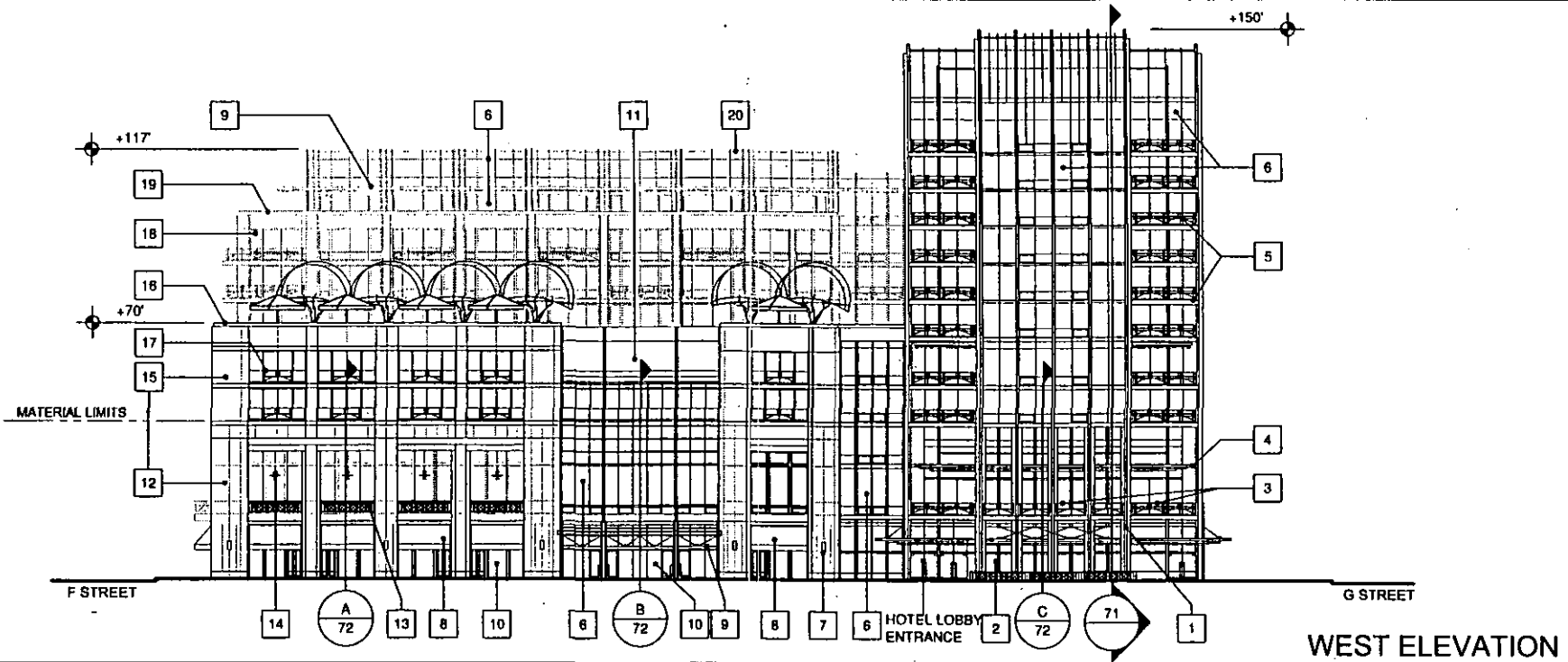
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KEYNOTES

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|--|--|---|--|--|
| 1 GLASS STOREFRONT, STONE CLAD COLUMNS, METAL CANOPY | 7 SCOSCE | 13 BALLROOM INSET BALCONY; METAL RAILING | 19 HOTEL ROOMS TERRACE WITH PERIMETER PLANTER | 25 BALLROOM GRANDE VERANDA |
| 2 OUTDOOR SEATING | 8 FABRIC CANOPY | 14 PENDANT LIGHTING | 20 BUILDING BEYOND | 26 BALLROOM PROJECTING BALCONIE |
| 3 RESTAURANT BALCONY - METAL RAILING | 9 METAL CANOPY / SHADE SYSTEM | 15 PRECAST PANEL SYSTEM (CONC. GFRC OR OTHER) | 21 GARAGE ENTRY / EXIT | 27 SERVICE YARD ACCESS; ARCHITECTURALLY ENHANCED COILING DOORS |
| 4 METAL SHADE TRELLIS AT RESTAURANT BALCONY | 10 RETAIL STOREFRONTS - VARYING SYSTEMS FOR INTEREST | 16 AMENITY DECK WITH PERIMETER PLANTERS AND PATIO TREE BOXES. | 22 PASSENGER DROP-OFF / PICK-UP | |
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BUILDING 3A PHASE CONCEPT - SCHEMATICS

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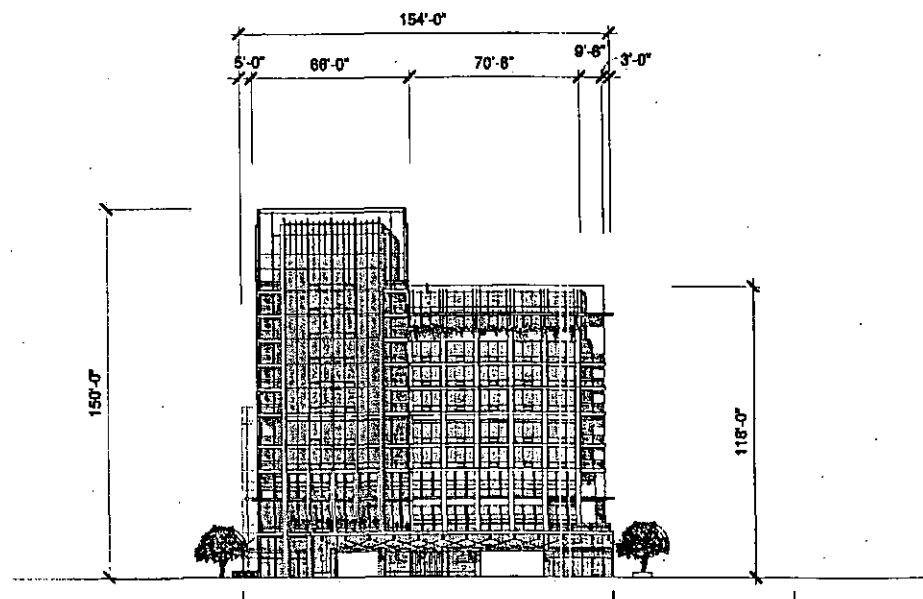
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NOTE: SEE SHEET 67A FOR
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SOUTH ELEVATION

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BUILDING 3A PHASE CONCEPT - SCHEMATICS

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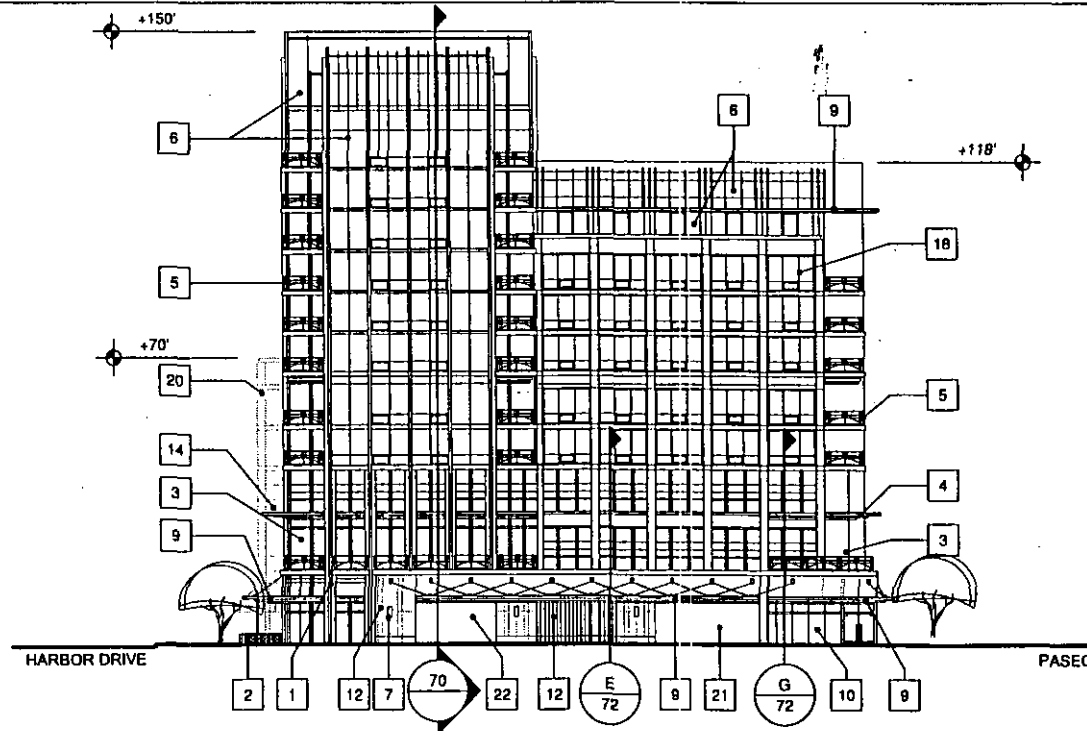
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KEYNOTES

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SOUTH ELEVATION

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BUILDING 3A PHASE CONCEPT - SCHEMATICS

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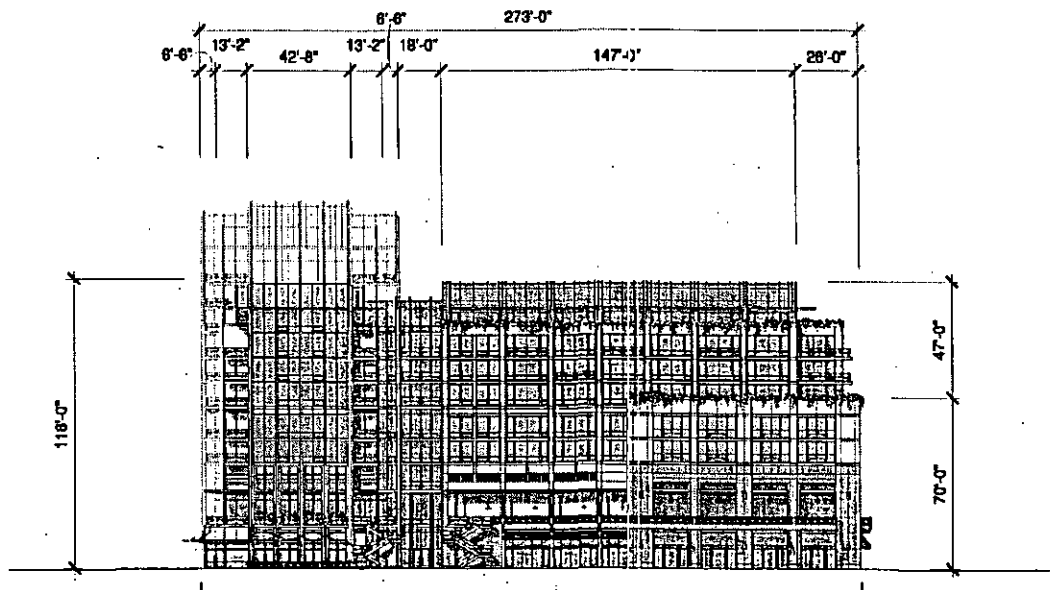
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NOTE: SEE SHEET 68A FOR
MATERIAL INDICATIONS

EAST ELEVATION

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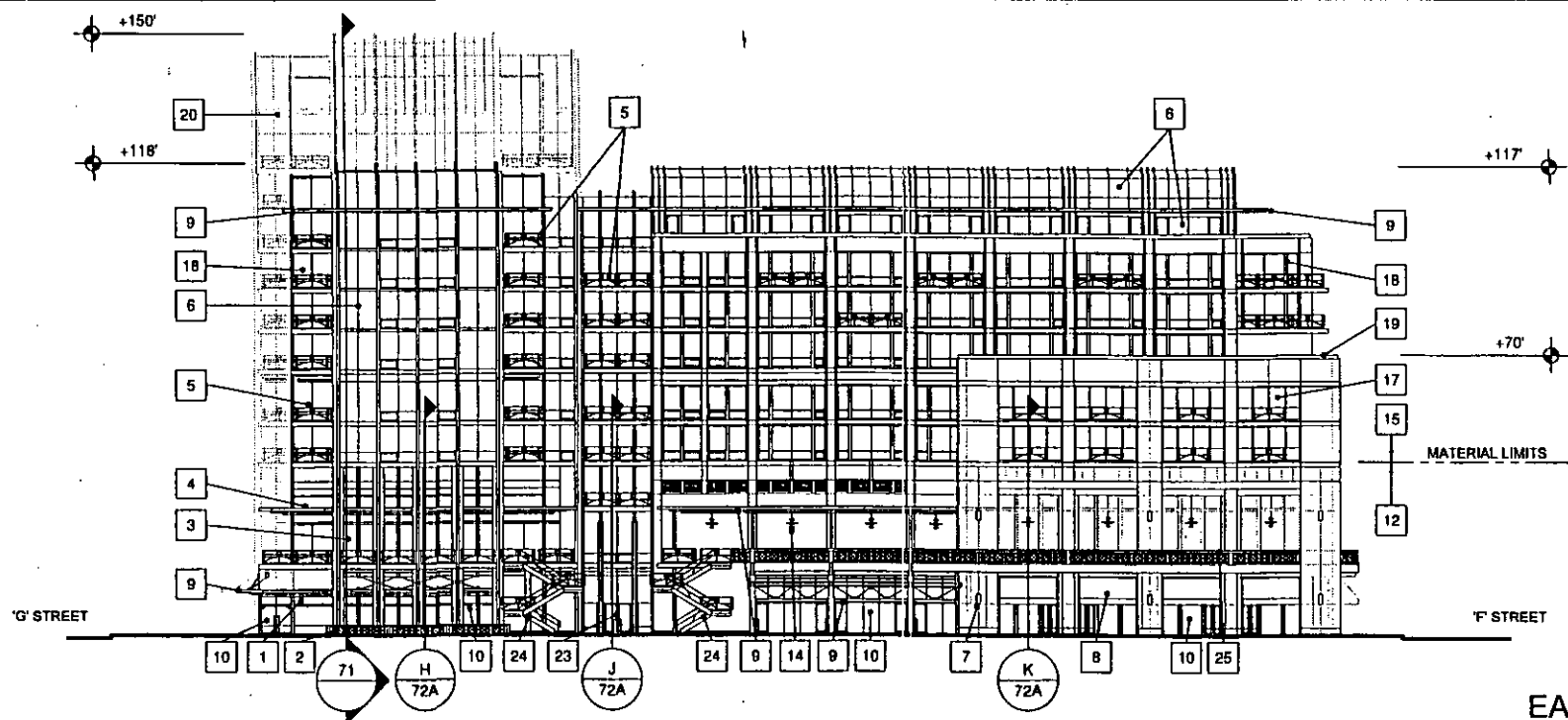
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KEYNOTES

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EAST ELEVATION

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BUILDING 3A PHASE CONCEPT - SCHEMATICS

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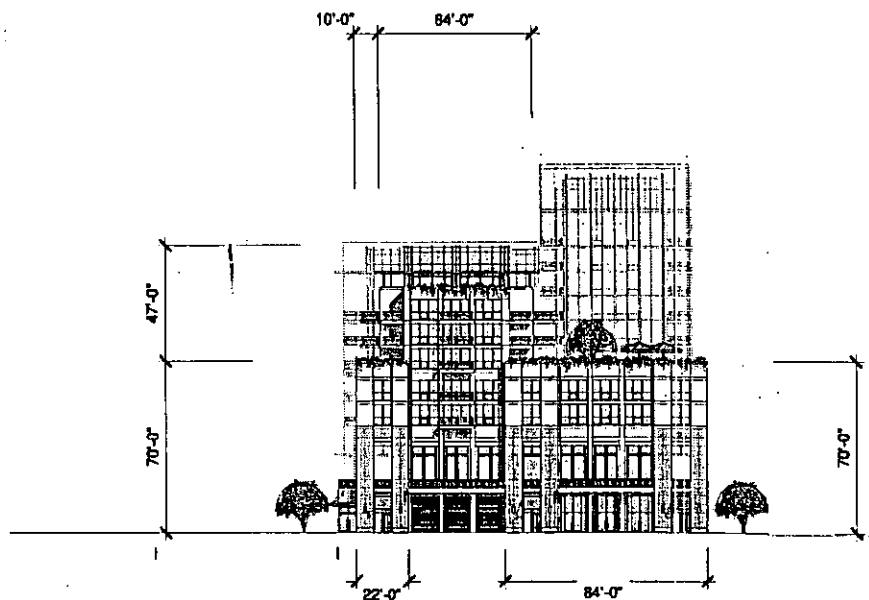
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NOTE: SEE SHEET 69A FOR
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NORTH ELEVATION

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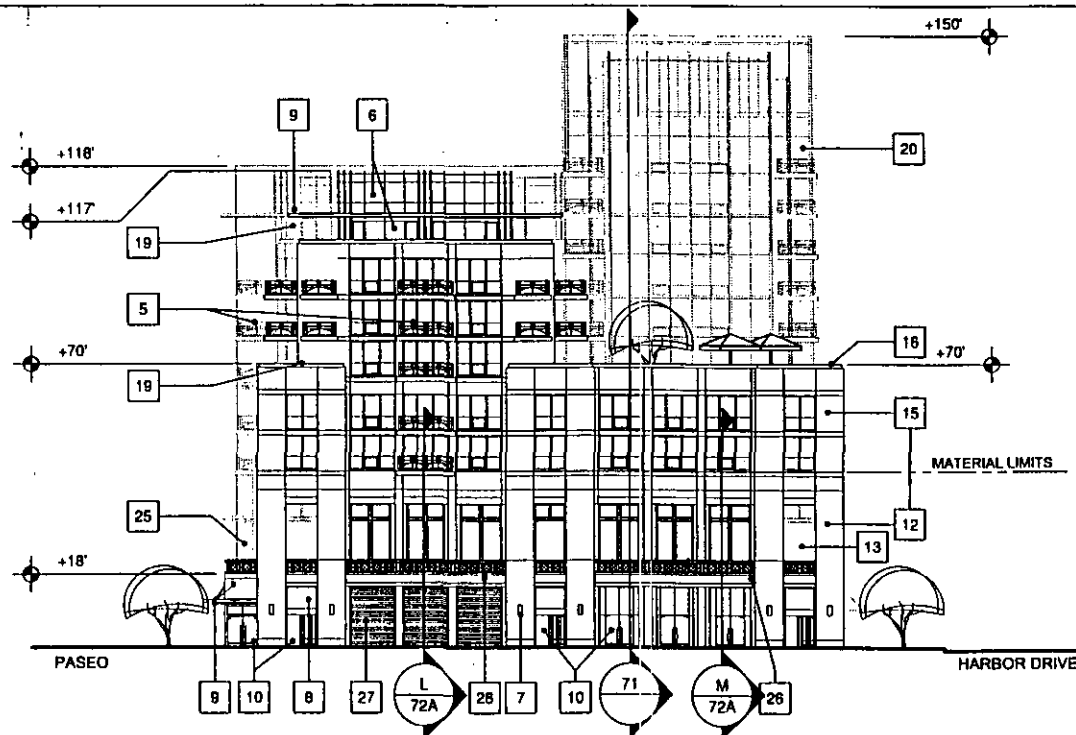
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KEYNOTES

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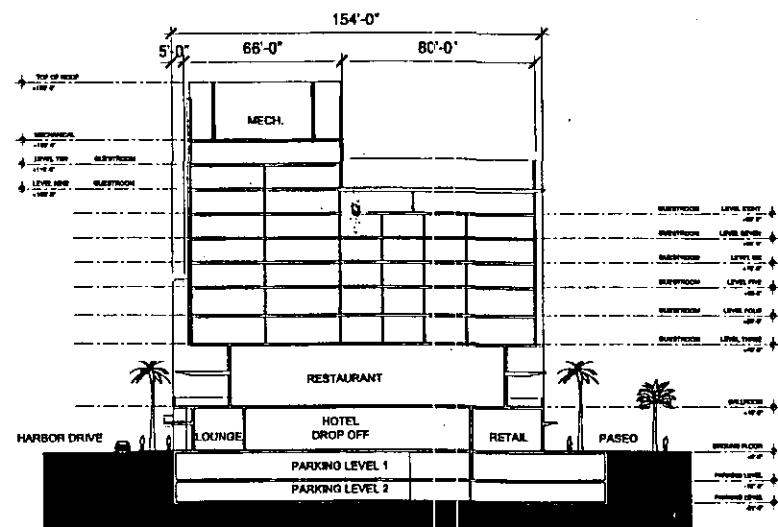
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EAST/ WEST SECTION

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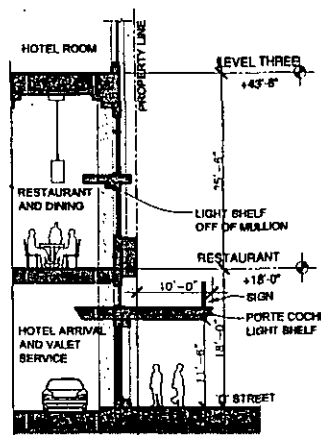
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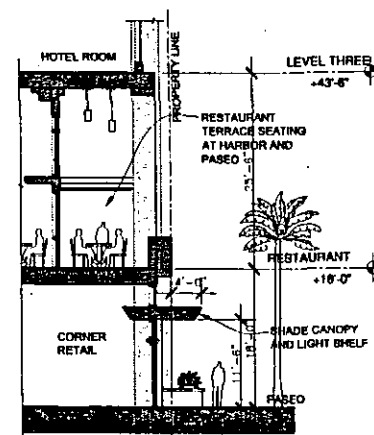
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TUCKER SADLER ARCHITECTS

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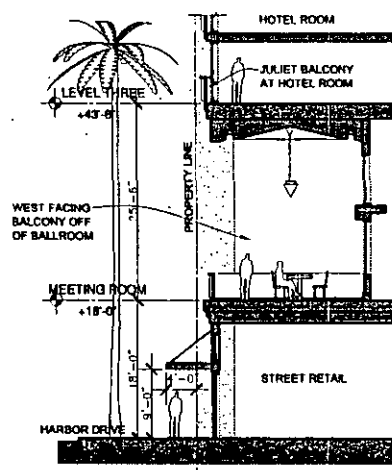
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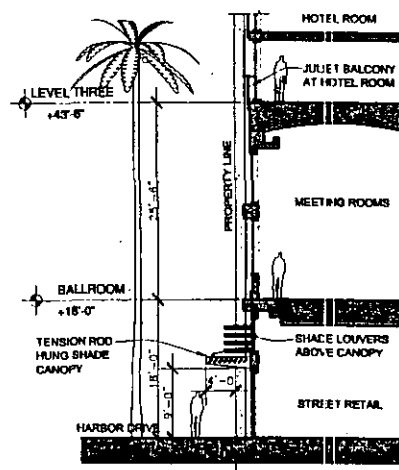
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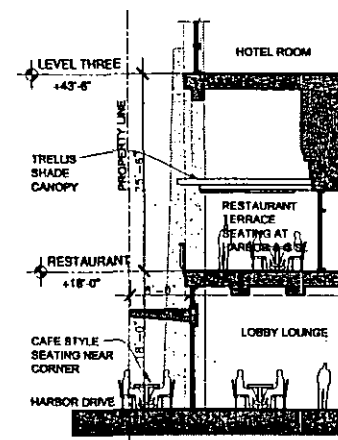
SECTION G



SECTION A



SECTION B



SECTION C

NAVY BROADWAY COMPLEX

ENLARGED SECTIONS - BUILDING 3A PHASE CONCEPT - SCHEMATICS

0 16

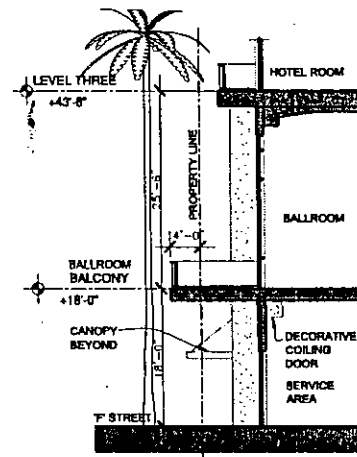
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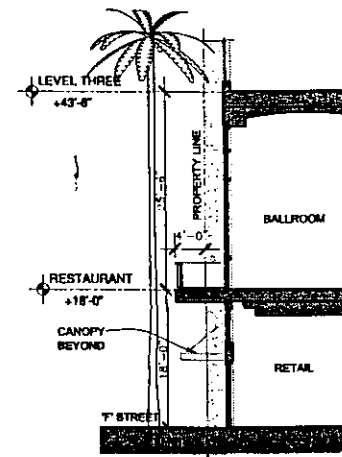
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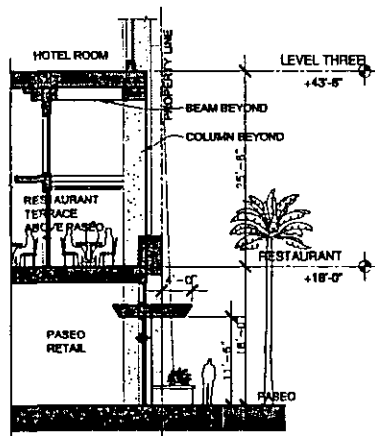
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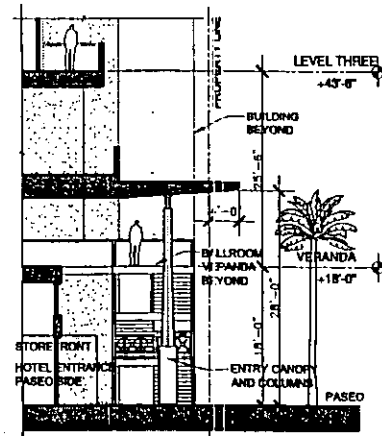
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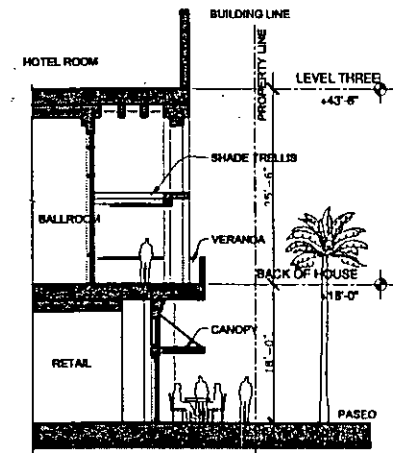
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SECTION H



SECTION J



SECTION K

NAVY BROADWAY COMPLEX

ENLARGED SECTIONS - BUILDING 3A PHASE CONCEPT - SCHEMATICS

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July 2, 2007

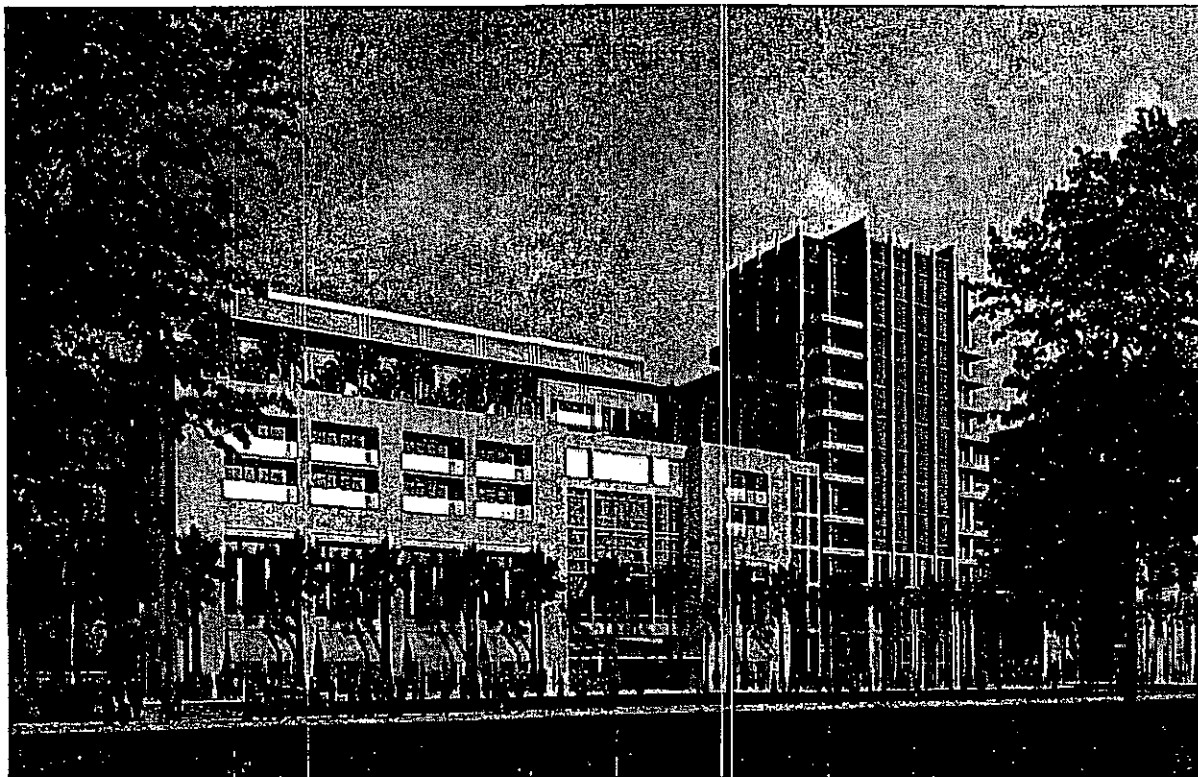
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San Diego, CA

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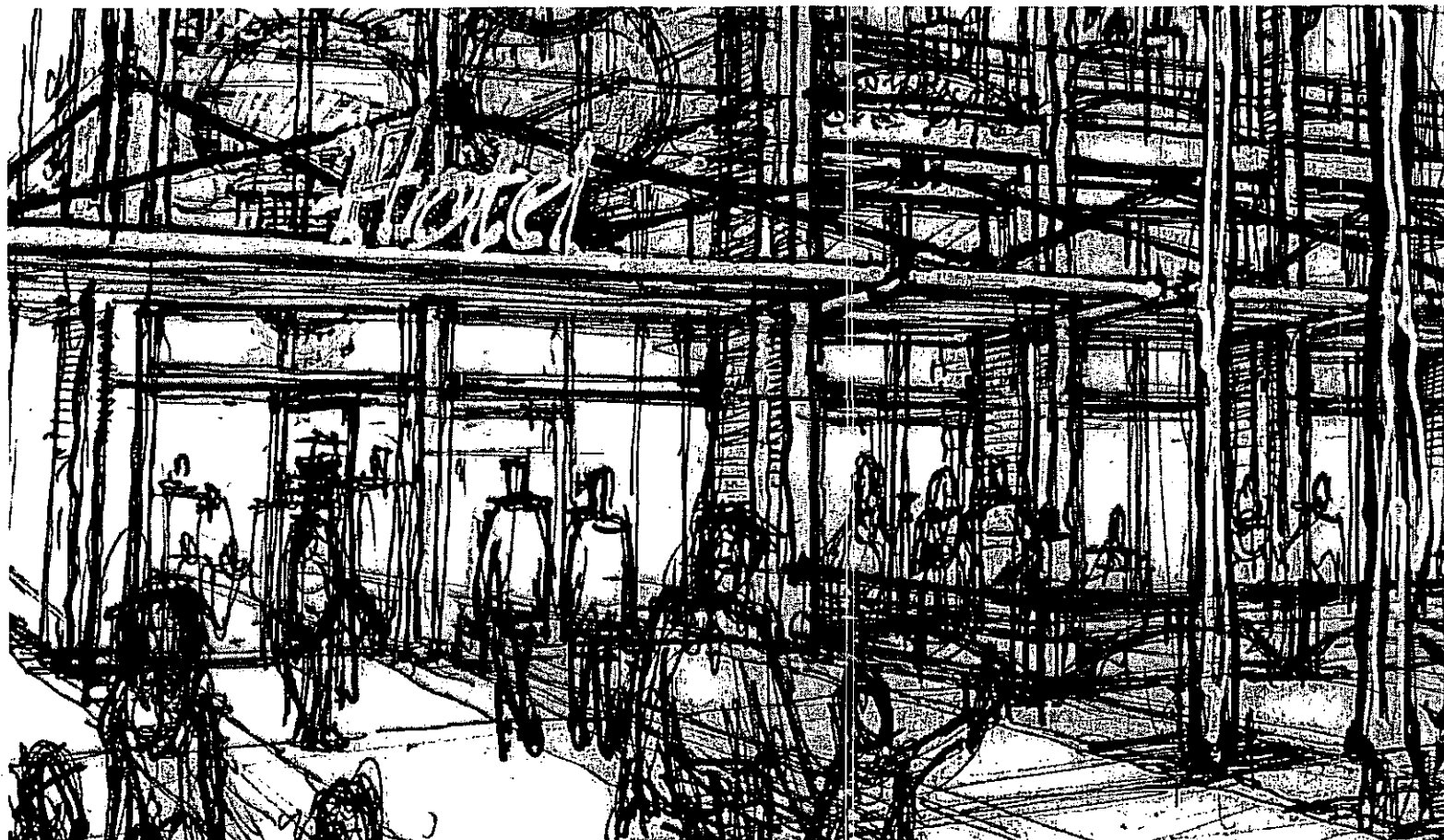
Building 3-A - Perspective from Northwest

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Manchester Pacific Gateway

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San Diego, CA

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Interior Courtyard Hotel Lobby Viewed from Harbor Drive - 3/1

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Block 2 and 3 Specifics

As stated above the Paseo is the primary public open space through Block 2. The square at the axis of the Paseo and the mid-block building entrance is defined by the pavement pattern, a water fountain and composition of palm trees (*Archontophoenix cunninghamiana*). The canopy trees (*Tipuana tipu*) and palms extend, along with the pedestrian pavement south across F Street to Block 3.

The western portion of the Block 3 is contained within the Improvements defined by the NEVP. The eastern portion is the site for the Navy Administration Building (NAB) is designed to be an open public landscape, with inviting lawns, shade trees, colorful understory plant materials, structured seating and decorative water fountains. To compliment the symmetry of the building the landforms are sculpted as series of grass waves along its north and south sides. The mounding of the soil is to support growth of shade trees. The plant materials include lawn areas on the west side (max 2:1 slope), and taller native grasses on the steeper (3:1) east sides. Shade trees are planted near the tops of the slope. Three 60 inch wide pedestrian paths provide access to the NAB lawn from north and south. A vertical trellis defines the west edge of Paseo. It may be detailed to support flowering vines.

The northeast and southeast corners of the site are marked with large groupings of palm trees (*Phoenix reclinata*) in 36 inch tall raised planters. These provide the depth of soil for large trees and flowering understory plants. Planters are also along the north, west and east sides of the building. Planters are faced with stone matching that of the NAB.

The entry court at the west side of the building is flanked by two large palm trees (*Phoenix canariensis*) in 36 inch tall raised planters, a distinct pattern of pavers and a set of flag poles.

Emergency vehicle (City of San Diego Fire Department) access is defined along the Paseo west of the NAB, between F Street and G Street. Removable bollards are located near the street access areas, also at the building's eastern loading and service areas. Matching non-removable bollards are set between raised planters to assist in securing the facility.

All site elements, pavement (not including the Pacific Highway median) fountains, furnishings and planting, are above the parking structure. Excess storm water drainage will be collected in small surface drains and piped to a subsurface network leading to the city storm water system. The interstitial space between the finish grade and the top of the parking slab is to be filled with Structural Soil designed to support and spread the required vehicular loads of fire trucks in the designated fire lane, and allow for the growth of street tree roots.

Two public water fountains are on the Block 3. One designed on the east façade of the building at Pacific Highway, and the second at the southwest corner of the site. This fountain defines a gathering space and gateway transition of the Paseo across G Street. Water will flow from a continuous (hidden) source along the top of a low wall and drop into a pool. The interior finish of the fountain will be selected to complement the building façade. The exterior finish of the fountain and all raised planters will be a stone veneer to match the building.

Plant materials are either native to San Diego, or are found to thrive near the bay. The automatic irrigation system follows the Navy's standard list of equipment. Utilities are sited out of direct public view. Concrete headers surround all elements in the lawn to assist in mowing.

Trees (not including street trees) will be uplighted. CCDC standard and gateway lights will be installed along F Street, Pacific Highway and G Street. Site furnishings including pedestrian scale lights and trash receptacles will be located along the Paseo west of the Navy Administration Building.

Pavement and street trees on F Street, Pacific Highway and G Street, as well as the trees and understory planting in the median of Pacific Highway follow the North Embarcadero Visionary Plan and the CCDC Streetscape Manual. G Street is a 120' ROW (25' walk on the south, 60' road, 35' walk on the north). Each side of the street has a double row of trees set in CCDC tree grates flush with the adjacent pedestrian pavement. A 6' wide 36" tall raised tree planter along F Street is above the driveway access. A 15' wide sidewalk is located along F Street between the street tree planter and the open lawn.

Trees include but are not limited to the following:

- *Archontophoenix cunninghamiana*, King Palm, 18' BTH, per plan, in 36" tall raised planter
- *Liquidambar styraciflua*, American Sweetgum, 48" box, CCDC street tree, in tree grates
- *Phoenix canariensis*, Canary Island Palm, 18' BTH, per plan, in 36" tall raised planter
- *Phoenix reclinata*, Senegal Date Palm, 60" box, per plan, in 36" tall raised planter
- *Pinus torreyana*, Torrey Pine, 48" box, per plan, in 36" tall raised planter
- *Tipuna tipu*, Tipu Tree, 48" box, per plan, in 36" tall raised planter
- *Washingtonia robusta*, California Fan Palm, 18' BTH, CCDC street tree, in tree grates

Shrubs, Groundcover and Vines include but are not limited to the following:

- *Agave Americana*, Century Plant, 15 Gal., per plan
- *Bougainvillea 'San Diego Red'*, Bougainvillea, 5 Gal., per plan
- *Ceanothus griseus horizontalis*, California Creeper, 5 Gal., 36" O.C.
- *Juniperus 'torulosa'*, Hollywood Juniper, 15 Gal., per plan
- *Oenothera speciosa*, Evening Primrose, 5 Gal., 36" O.C.
- *Romneya coulteri* 'White Cloud', Matilija Poppy, 5 Gal., 60" O.C.
- *Rosa californica*, California Rose, 5 Gal., 36" O.C.
- *Salvia apiana*, White Sage, 5 Gal., 36" O.C.
- *Streptocarpus reginae*, Bird of Paradise, 5 Gal., 36" O.C.
- *Zauschneria californica*, California Fuschia, 5 Gal., 36" O.C.
- *Wisteria sinensis*, Wisteria, 15 Gal., per plan

Grasses include but are not limited to the following:

- "Marathon I", Standard Tall Fescue, Sod
- *Elymus condensatus*, Giant Wildrye, 5 Gal., 36" O.C.
- *Muhlenbergia rigens*, Deer Grass, 5 Gal., 24" O.C.

Site Furnishings

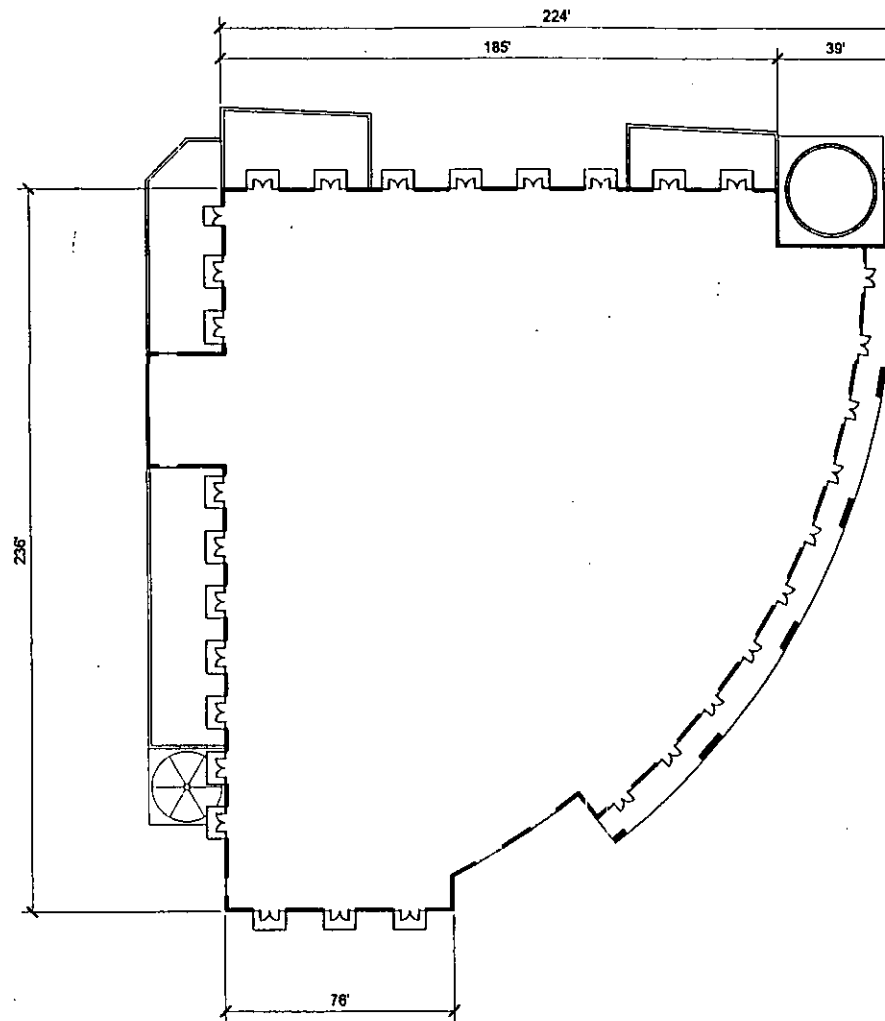
Manufacturers, types, colors, and finishes of pavement, furnishings for the public rights-of-way adhere to the CCDC and NEVP standards. Within the property boundaries the following items are required:

- Aluminum flagpoles – 45' height, **Double Mast Nautical** aluminum. The topmost bracket, and the gaff and yardarm brackets, are fabricated from 6063-T6 aluminum tubing and plate, heliarc welded, and are finished to match the flagpole shaft. Manufacturer-applied bronze anodized finish, Cable-based Internal Halyard Winch System as manufactured by Concord Industries, Inc., Dallas TX, www.concordindustries.com or approved equal.
- Bench – Neoliviano, with central arm, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546, or approved equal. Embedded into cast-in-place concrete sub-base.
- Bollard – 3" diameter stainless steel pipe as manufactured by Leda-Vannacip, www.ledaint.com, or approved equal.
- Bollard Retractable – 6" diameter stainless steel pipe with manual lifting handle, as manufactured by Leda-Vannacip, www.ledaint.com, or approved equal.
- Pedestal drinking fountain - 3377_LRG, as manufactured by Markstaar, www.markstaar.com, or approved equal.
- Pedestrian Lighting – Saturn 3, double mounted on round 12" straight aluminum single pole, bronze finish, as manufactured by SeLux, www.selux.com or approved equal. Set flush to paved surface.
- Rectangular Unit Pavers – to complement the pavement of the NEVP with possible integration of additional unit pavers such as stone to match the adjacent building façade. The pavement will be a designed in rectilinear patterns with subtle changes in color and/or texture. Pavement pattern may utilize a variety of sizes, i.e. 6" x 12", 12" x 12", etc.. Color to be determined. Thickness will be determined based upon structural base to meet the City of San Diego's requirements for emergency vehicle access. Pavers will be as manufactured by Blockleys, www.blockleys.com/blockleys.html or approved equal.
- Structural Soil – for street tree and tree planting above parking structure, a uniformly blended mixture of crushed Stone, Clay Loam and Hydrogel, as directed by CU-Soil™ producers, distributed by AMEREQ, INC. 800-832-8788, or approved equal, no know equal.
- Trash Receptacle - 30 gallon, Scarborough Receptacle, powdercoat, color to be determined, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546, or approved equal.
- Tree Grate – Pacific Gateway Passage, 5' x 5' size Model Number R-8712 from the Avenue Collection by Neenah Foundry, factory primed and painted black. The tree grate shall have a factory-applied finish, consisting of a minimum of one coat of primer and one coat of black enamel. Top finish shall be a slip resistant coating such as 'SharkGrip' by Sherwin Williams or approved equal. When applied following manufacturer's instructions, the slip-resistant coating shall provide a minimum static coefficient of 0.6 or the minimum recommendation for compliance with California Title 24 or the ADAGG requirements, whichever is most stringent. Or approved equal.

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Site 4A: A Nine-story hotel

Hotel 4A will have a Spanish Colonial aesthetic to complement the adjacent historic Old Police Station and the environs of Seaport Village. This is immediately evident in the smooth surfaces with punched arched openings, capitals, bases, pilasters and decorative detailing throughout the building. Of special import is the acknowledgement of the axial alignment of the north façade with the southern view from the Grand Plaza. This is celebrated with a 120-foot tall tower, thirty feet wide, and containing a digital image screen.



FLOOR PLAN AT ELEVATION 43'



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MANCHESTER FINANCIAL GROUP

NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 4A : PHASE CONCEPT - SCHEMATICS

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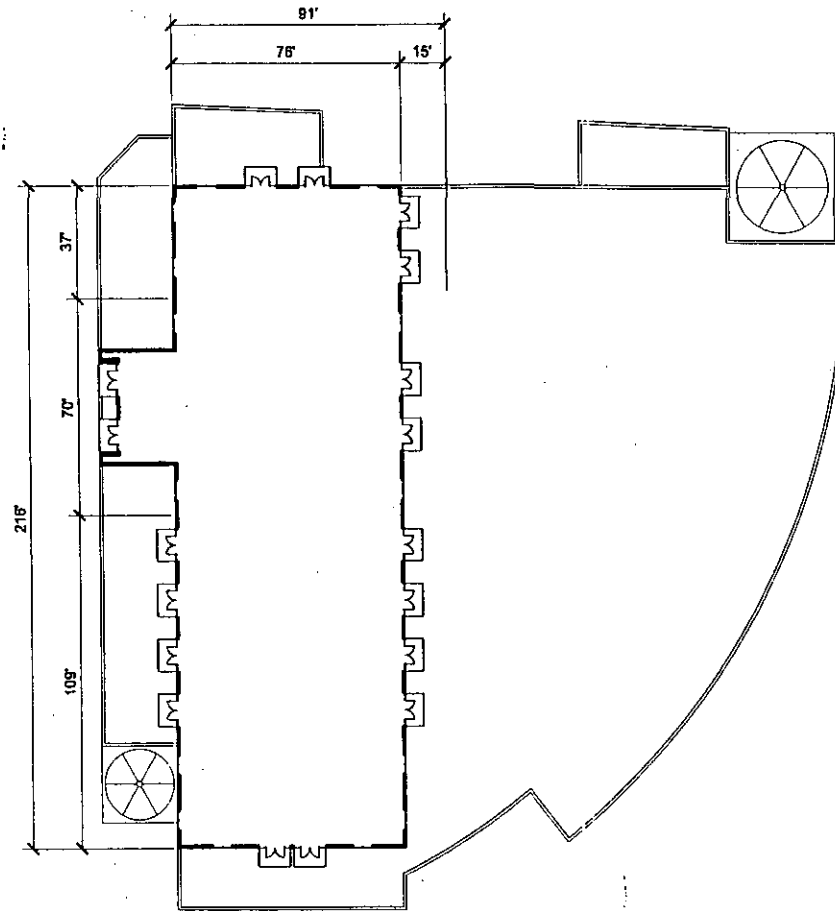
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FLOOR PLAN AT ELEVATION 94'



OWNER / DEVELOPER
MANCHESTER FINANCIAL GROUP

NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 4A : PHASE CONCEPT - SCHEMATICS

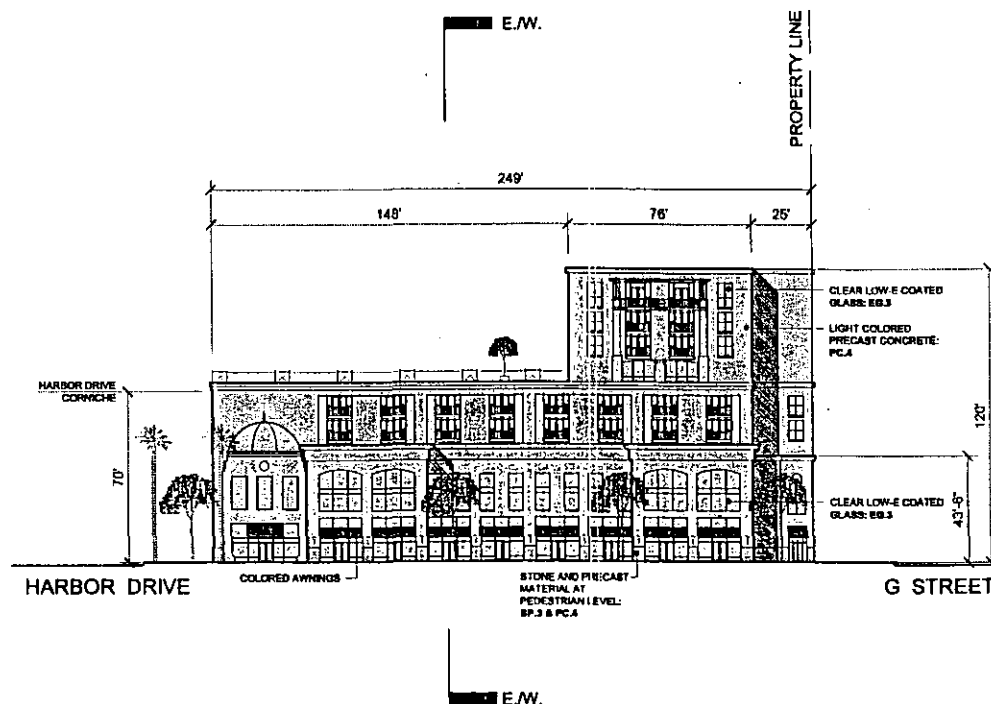
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EAST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 4A PHASE CONCEPT - SCHEMATICS

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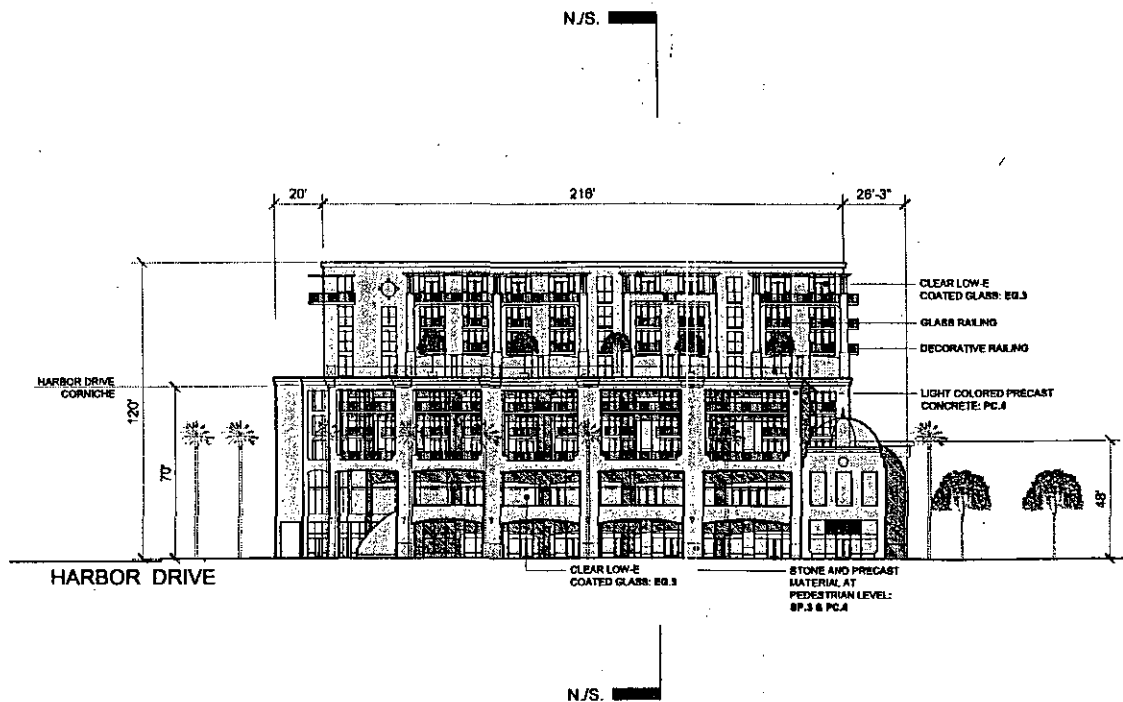
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SOUTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 4A PHASE CONCEPT - SCHEMATICS

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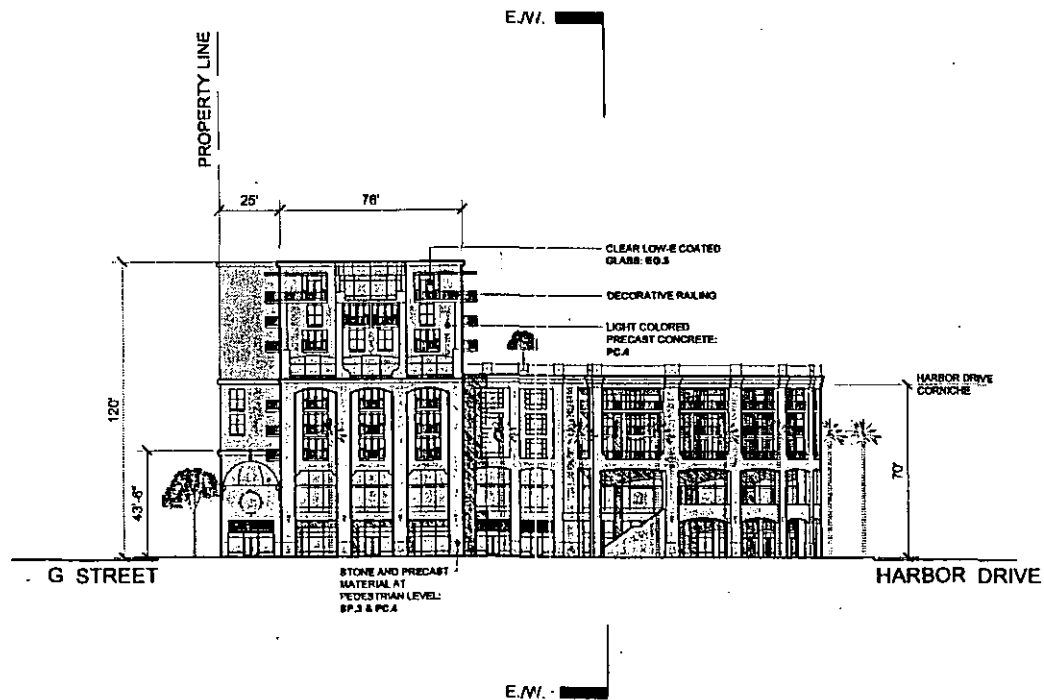
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WEST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 4A PHASE CONCEPT - SCHEMATICS

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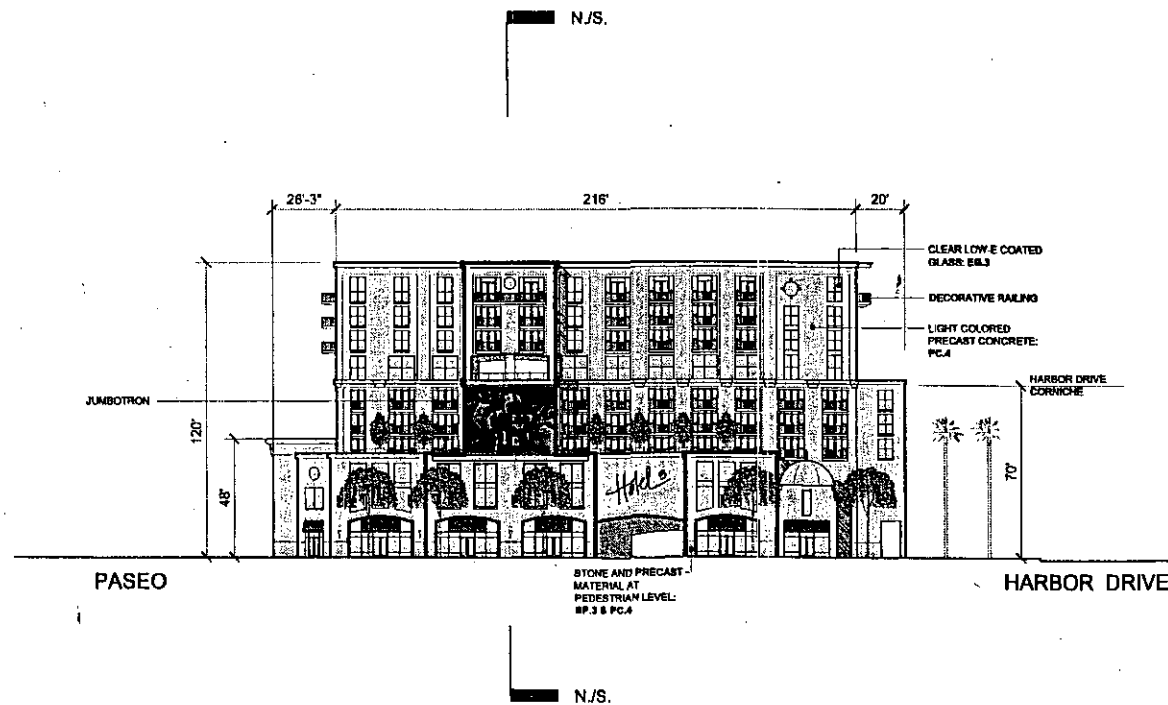
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NORTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 4A PHASE CONCEPT - SCHEMATICS

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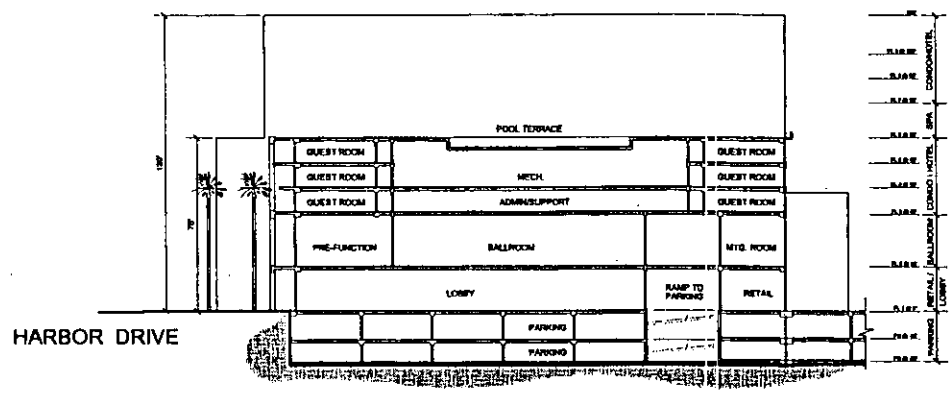
Architectural floor plan of the Ballantyne Corporate Hotel. The plan shows a rectangular building with various rooms including Guest Rooms, Meeting, Admin Support, Ballroom, Kitchen, and a Pool Terrace. It also includes a parking area and a harbor drive. Dimensions are provided for various sections of the building and site.

Key features and dimensions:

- Overall Dimensions:** 132' (width) x 70' (length).
- Rooms:** GUEST ROOM, MECH, ADMIN SUPPORT, BALLROOM, KITCHEN, PRE-FUNCTION, RETAIL, B.O.M., LOBBY, PORT COCK PIT.
- Other Areas:** POOL TERRACE, SPA, PARKING.
- Site Features:** HARBOR DRIVE, PROPERTY LINE.
- Dimensions:** 70', 30', 10', 132', 70'.

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SECTION E.W.

NAVY BROADWAY COMPLEX

SITE NO. 4A PHASE CONCEPT - SCHEMATICS

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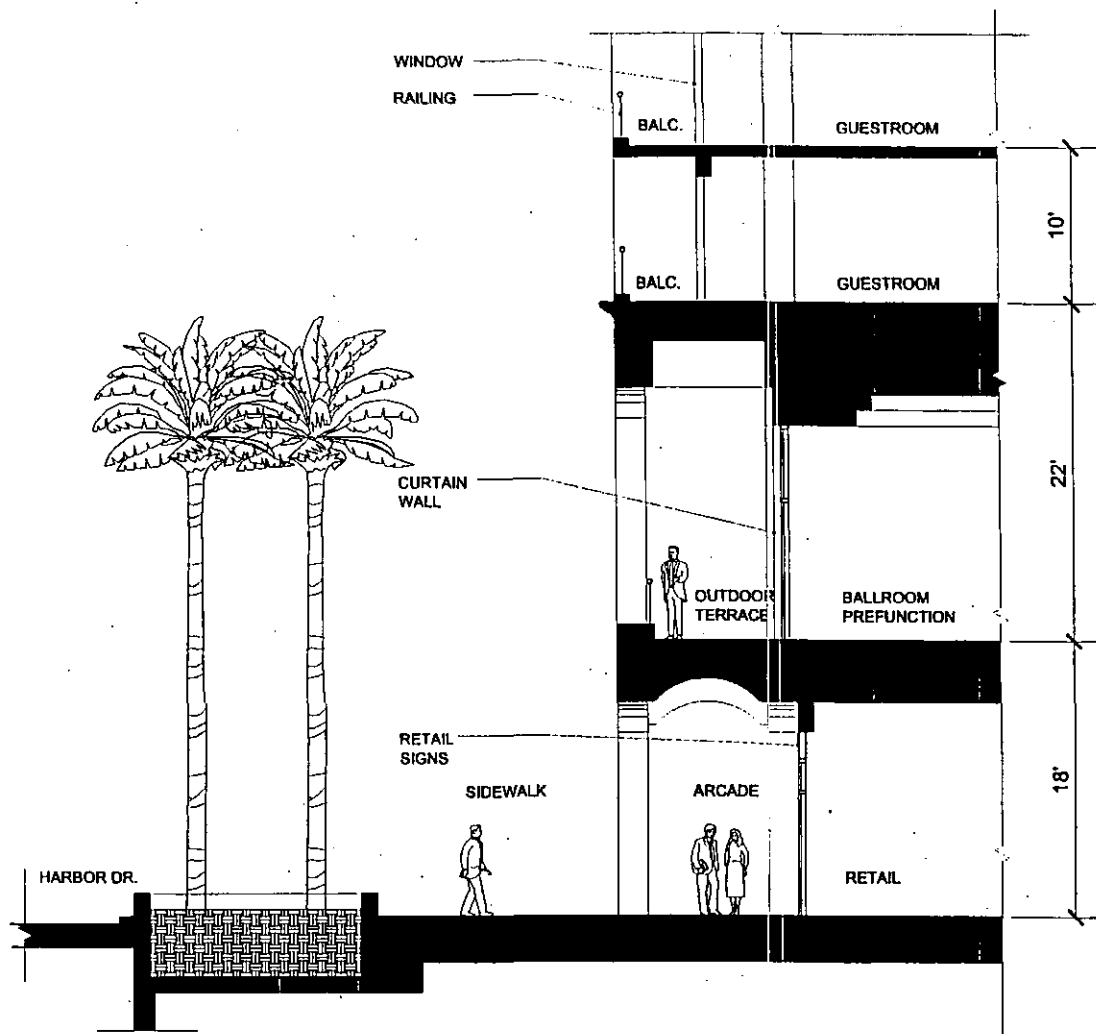
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BUILDING 4A

NAVY BROADWAY COMPLEX

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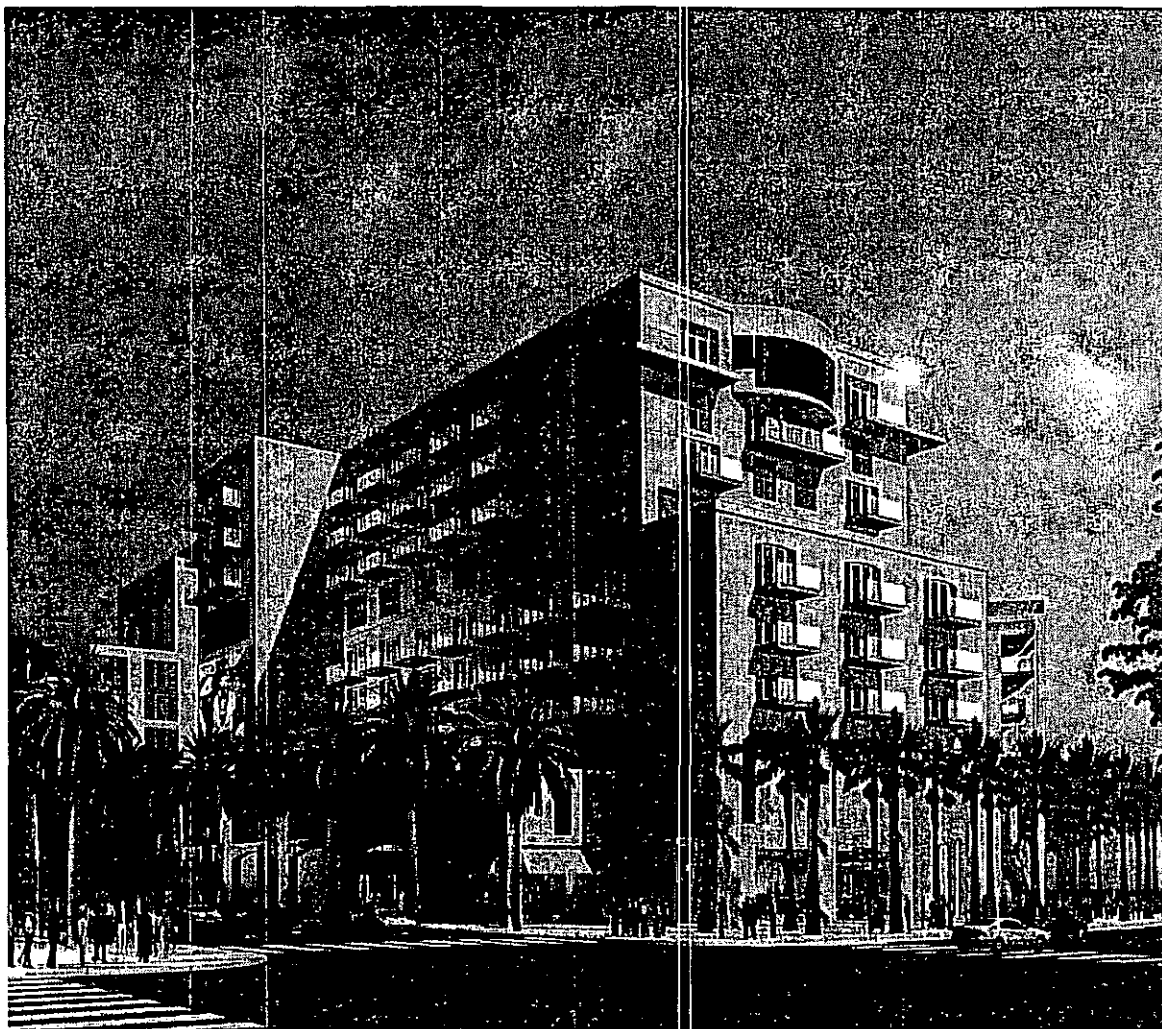
ENLARGED SECTIONS & IMPORTANT DETAILS

PHASE CONCEPT - SCHEMATICS

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Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

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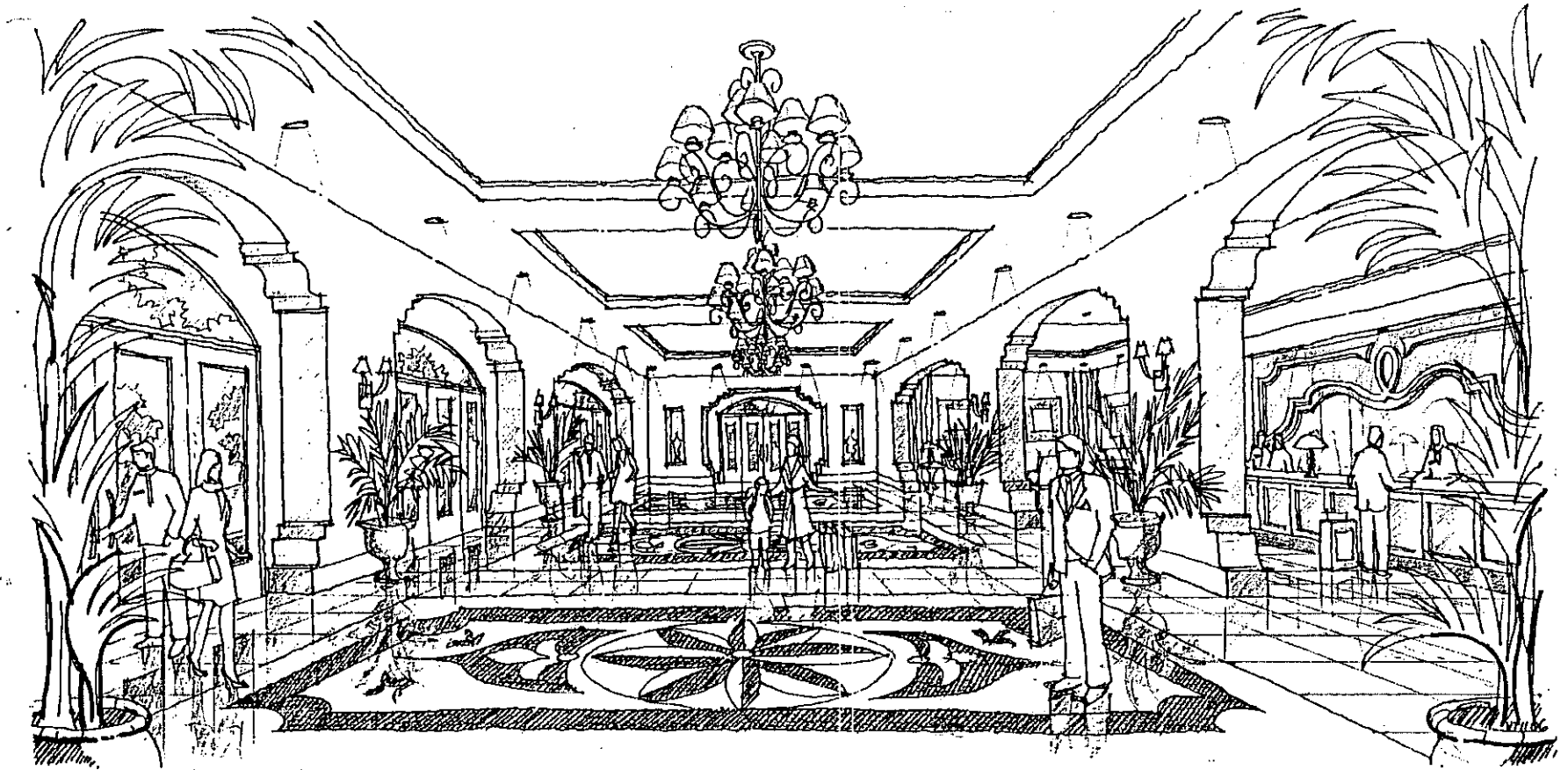
Building 4A - Perspective from Northwest

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Interior Caswell Hotel Lobby - 4/1

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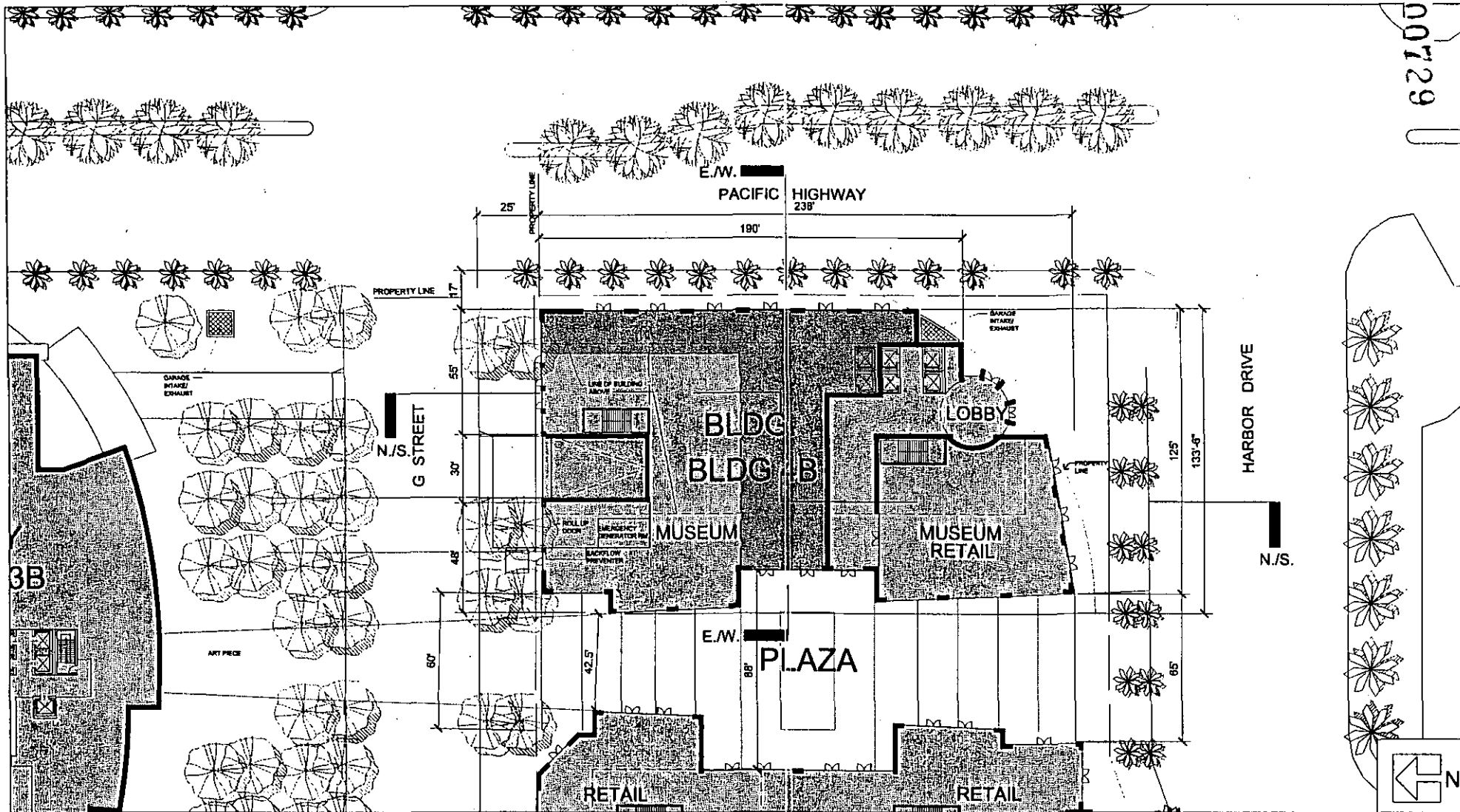
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Site 4B: A Nine story Office Building

The Office Building at site 4B is of a modern contemporary design. The design parti is "the juxtaposition of geometric forms responding to their function and site location". For example, at the corner of Pacific Highway and Harbor Drive, the form is a glass cylinder with a pyramid skylight; the cylinder promotes rotation from one street to the other, the skylight crowns the top. Similarly, the west and south façade of this building are tapered and truncated to enhance movement and transition from the sidewalk into Museum Square Plaza.

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NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 4B : PHASE CONCEPT - SCHEMATICS

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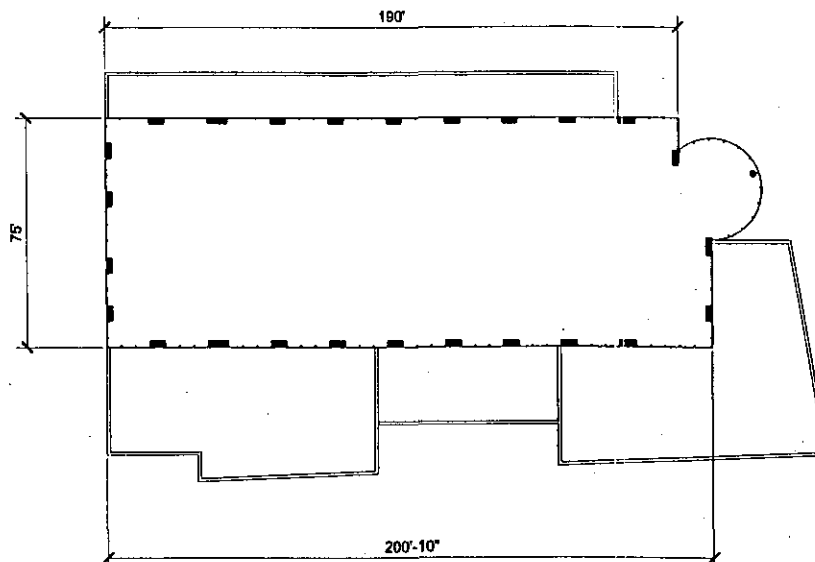
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FLOOR PLAN AT ELEVATION 50'



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NAVY BROADWAY COMPLEX

SITE PLAN - BUILDING 4B : PHASE CONCEPT - SCHEMATICS

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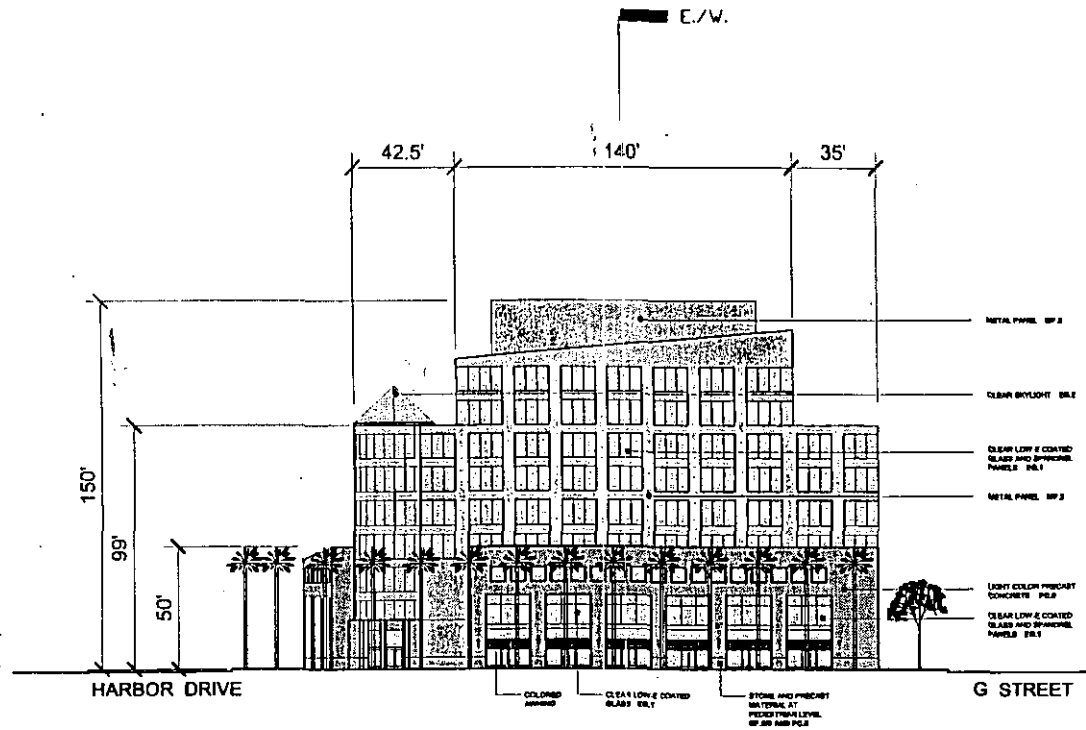
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EAST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 4B PHASE CONCEPT - SCHEMATICS

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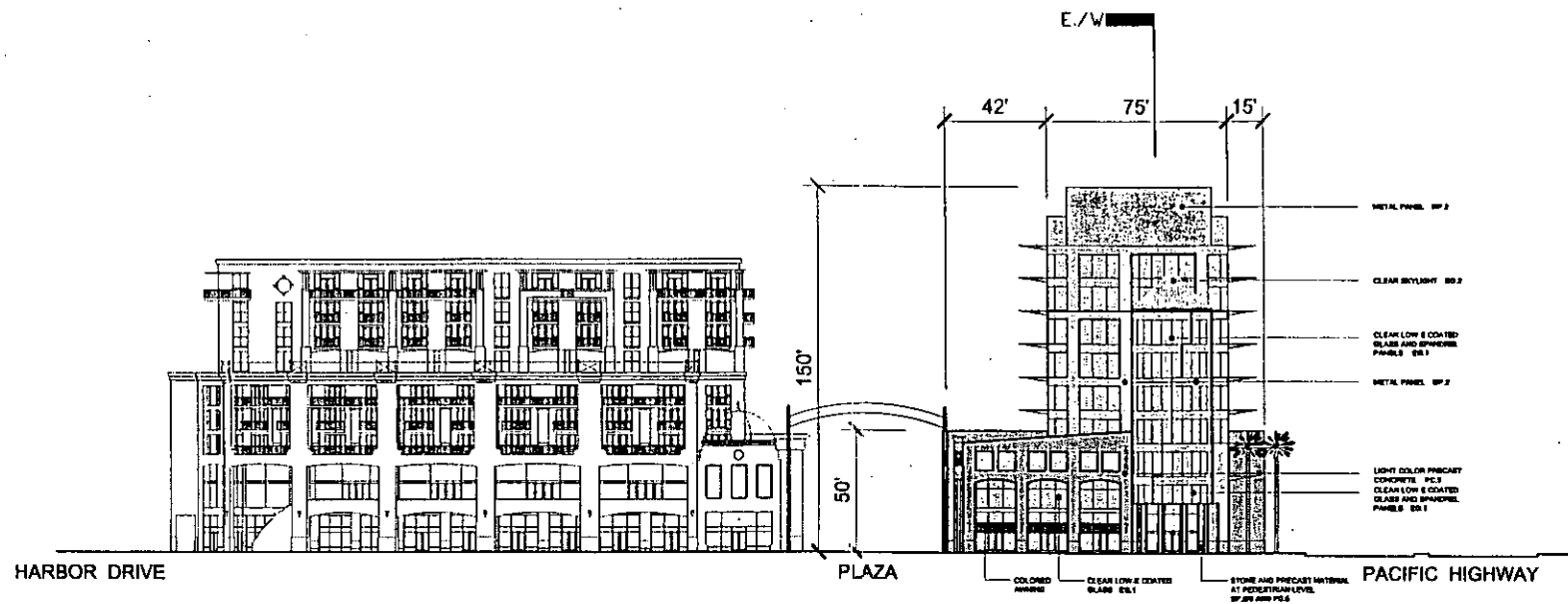
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SOUTH ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 4B PHASE CONCEPT - SCHEMATICS

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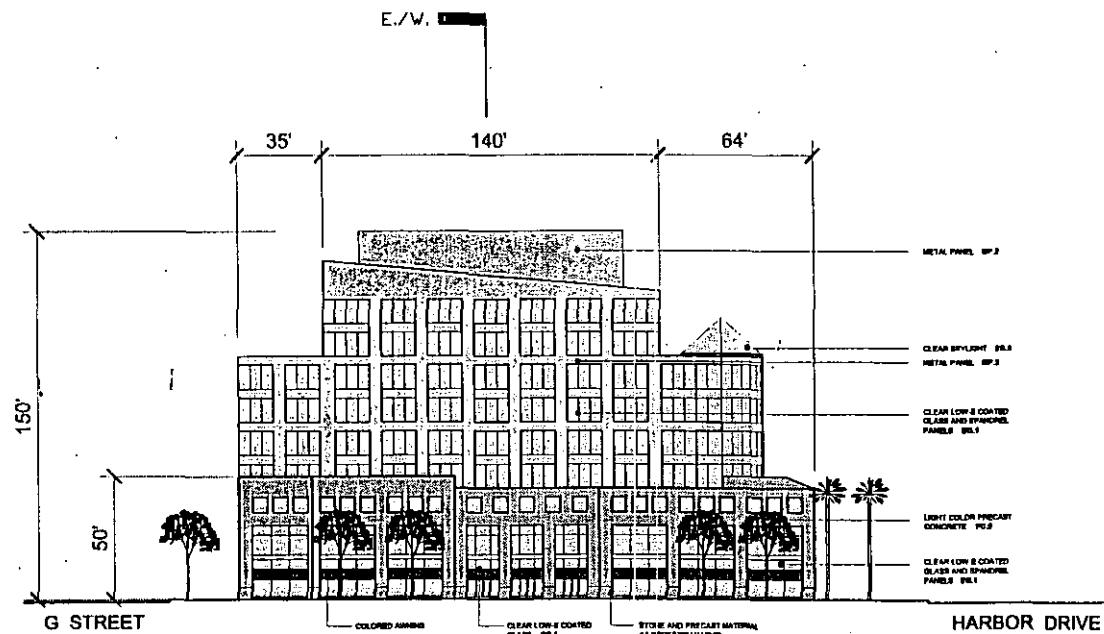
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WEST ELEVATION

NAVY BROADWAY COMPLEX

SITE NO. 4B PHASE CONCEPT - SCHEMATICS

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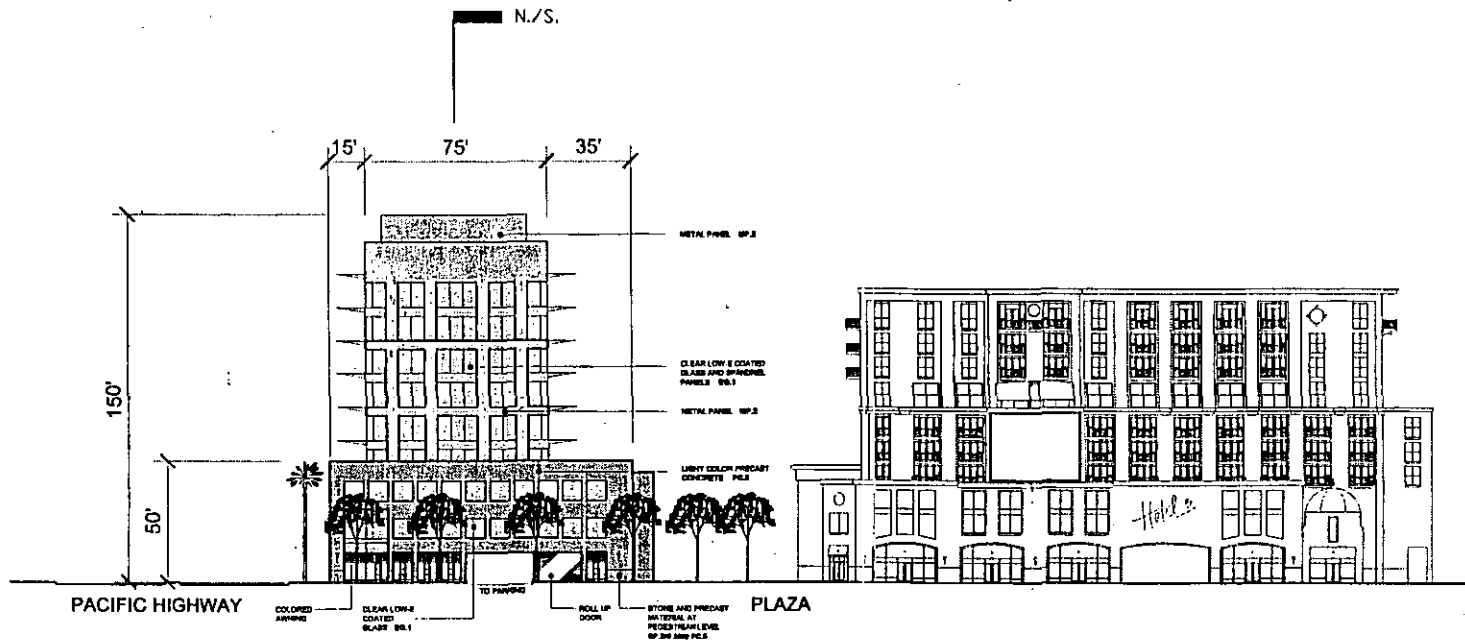
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NORTH ELEVATION

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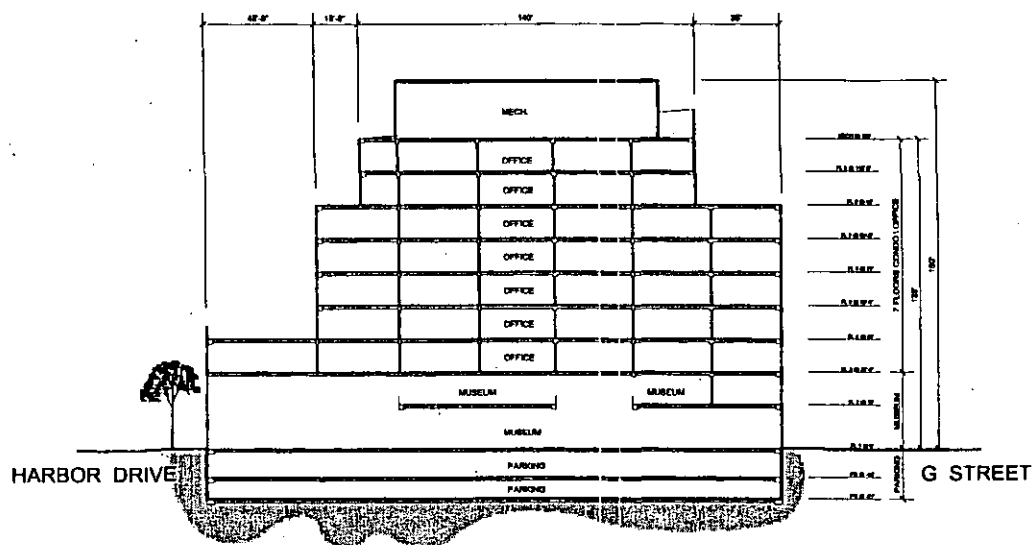
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SECTION N./S.

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SITE NO. 4B PHASE CONCEPT - SCHEMATICS

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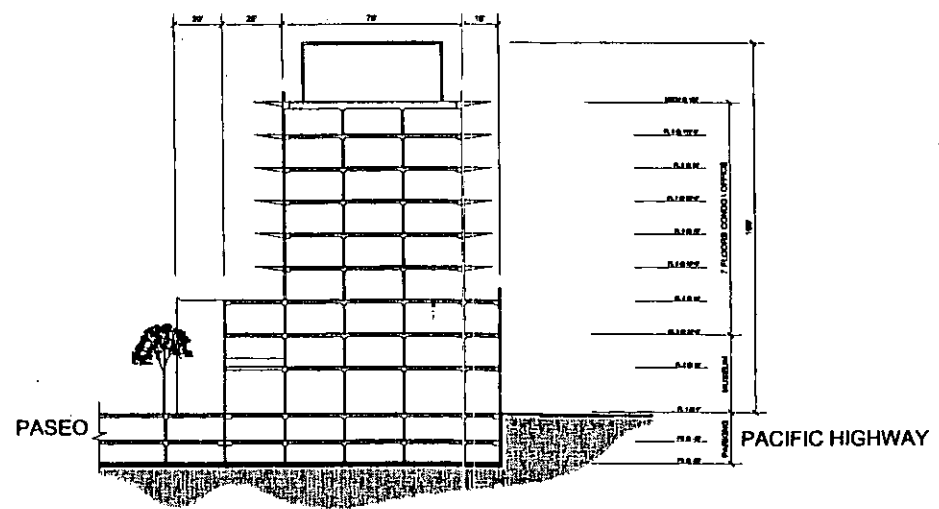
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SECTION E./W.

NAVY BROADWAY COMPLEX

SITE NO. 4B PHASE CONCEPT - SCHEMATICS

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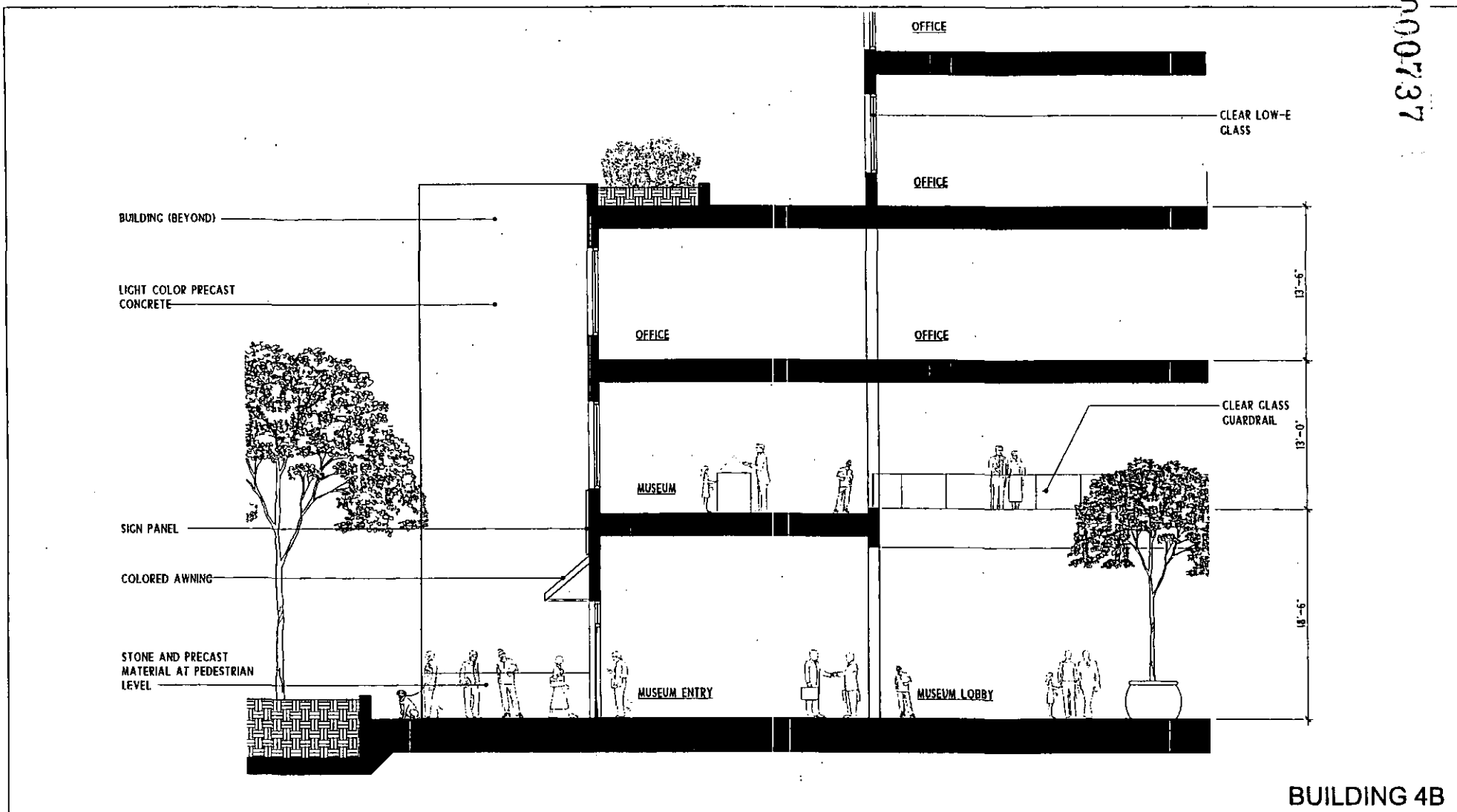
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NAVY BROADWAY COMPLEX

ENLARGED SECTIONS & IMPORTANT DETAILS

PHASE CONCEPT - SCHEMATICS

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July 2, 2007

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Manchester Pacific Gateway

Manchester Pacific Gateway, LLC

San Diego, CA

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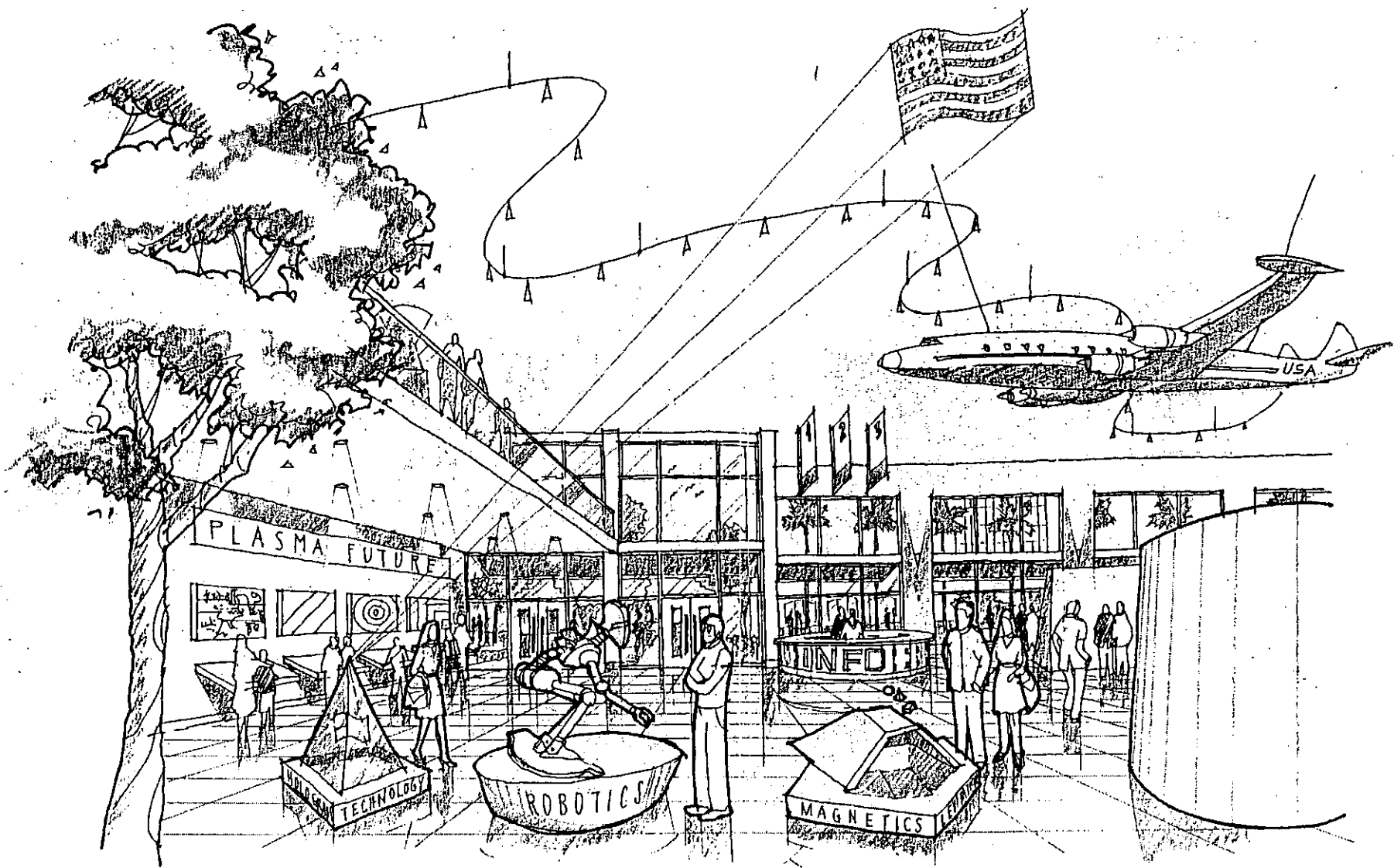
Building 4B - Perspective from Southwest

July 2, 2007



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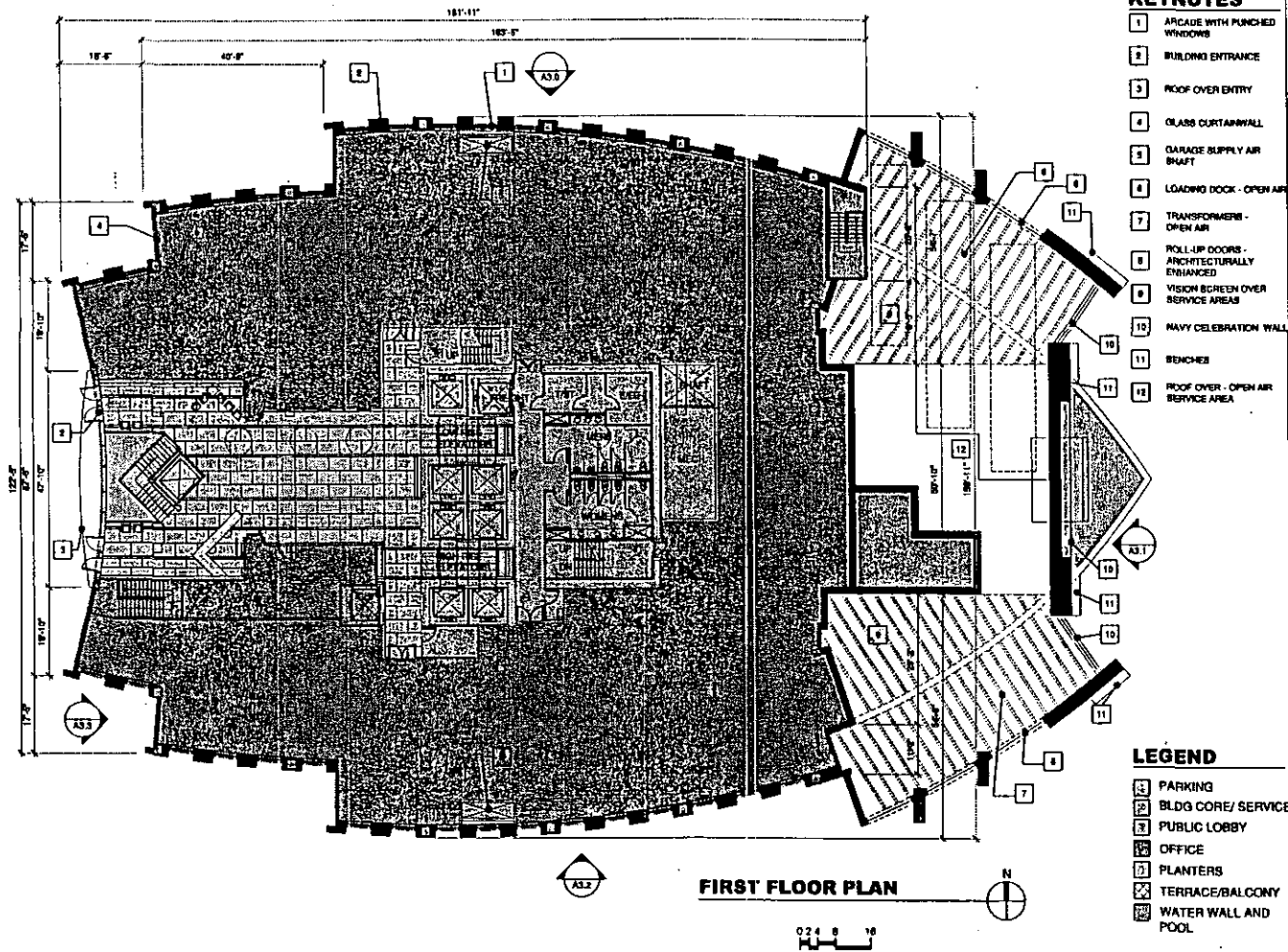
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Site 3B: Government Administration Facility

The design part for the Navy Building will be of a modern contemporary aesthetic. The 17-story building will contain 351,000 GSF in a stepped composition. The "ship-shape" floor plan is oriented in an east-west direction in order to provide the narrow edge facing the "city", thereby enhancing views to the bay from upland vantage points.



TUCKER SADLER

Government Administrative Facility

Pacific Gateway

Sheet 38
San Diego, California

DATE	BY

FIRST FLOOR PLAN

PROJECT NUMBER	
DATE	
PROJECT NAME	
PROJECT LOCATION	
PROJECT OWNER	
PROJECT MANAGER	
PROJECT ARCHITECT	
PROJECT ENGINEER	
PROJECT CONTRACTOR	
PROJECT SUBMITTER	
PROJECT REVIEWER	
PROJECT APPROVER	
PROJECT DATE	
PROJECT SCALE	
PROJECT SHEET	
PROJECT TOTAL SHEETS	
PROJECT TITLE	
PROJECT NUMBER	
PROJECT DATE	
PROJECT NAME	
PROJECT LOCATION	
PROJECT OWNER	
PROJECT MANAGER	
PROJECT ARCHITECT	
PROJECT ENGINEER	
PROJECT CONTRACTOR	
PROJECT SUBMITTER	
PROJECT REVIEWER	
PROJECT APPROVER	
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PROJECT TOTAL SHEETS	
PROJECT TITLE	

NAVY BROADWAY COMPLEX

SITE NO. 3B PHASE CONCEPT - SCHEMATICS

0 24 8 16

July 2, 2007

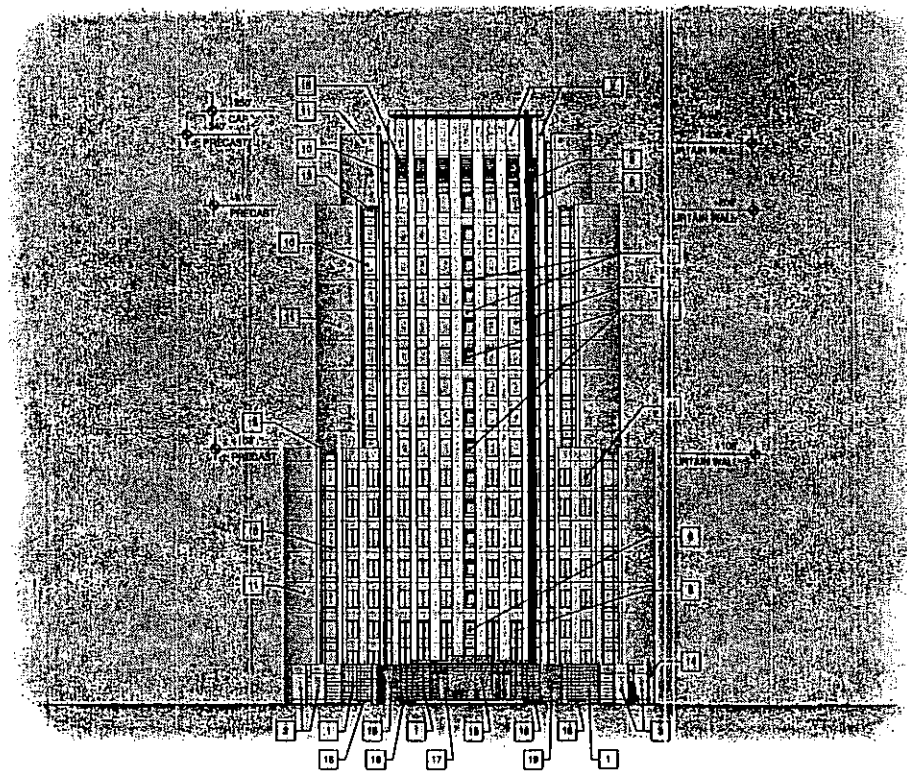
OWNER / DEVELOPER
MANCHESTER FINANCIAL GROUP

ARCHITECTS & PLANNERS
MARTINEZ + CUTRI CORPORATION

PAGE NO

92

000742



EAST ELEVATION

0 6 12 30

KEYNOTES

- 1 STONE CLAD PRECAST
- 2 PRECAST TEXTURE 'A'
- 3 PRECAST TEXTURE 'B'
- 4 METAL CLAD PRECAST 'A'
- 5 METAL CLAD PRECAST 'B'
- 6 PUNCHED WINDOW, RECESSED
- 7 PUNCHED WINDOW, CENTER GLAZED
- 8 PUNCHED WINDOW, RECESSED, WITH CENTER MULLION
- 9 PUNCHED WINDOW, RECESSED, CENTER GLAZED WITH CENTER MULLION
- 10 CURTAIN WALL WITH GLASS SPANDREL
- 11 OBLIQUE WALL - APERTURES AND OTHER ARTICULATION NOT SHOWN
- 12 BALCONY
- 13 TERRACE
- 14 BOONCE
- 15 METAL LOUVER
- 16 BENCH
- 17 WATERWALL AND POOL
- 18 NAVY CELEBRATION WALL FEATURE
- 19 INTERPRETIVE WALL



**TUCKER
SADLER**

1000 Broadway, Suite 100
San Francisco, California 94103
Tel: 415.398.1000 Fax: 415.398.1001

**Government
Administrative
Facility**
Pacific Gateway
Sheet 38
East Elevation, East Elevation

DATE	BY
DATE	BY

**EAST
ELEVATION**

PROJECT NUMBER	000742
DATE	1/1/00
DESIGNED BY	
CHECKED BY	
DATE	
PROJECT NUMBER	000742
DATE	1/1/00
DESIGNED BY	
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PROJECT NUMBER	000742
DATE	1/1/00
DESIGNED BY	
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DATE	

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NAVY BROADWAY COMPLEX

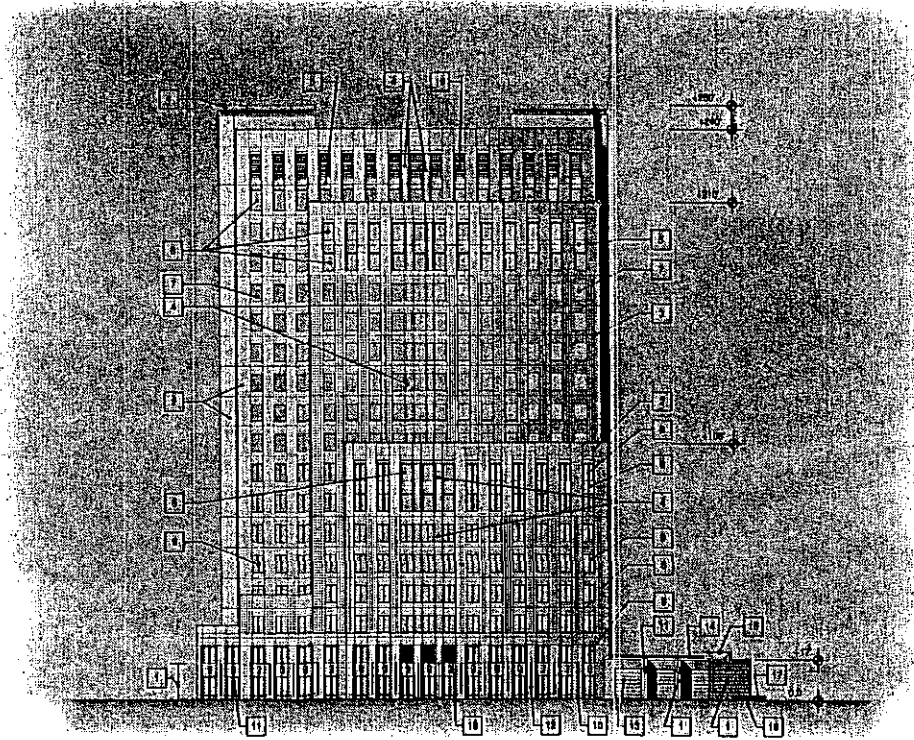
SITE NO. 3B PHASE CONCEPT - SCHEMATICS

0 50
July 2, 2007

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MANCHESTER FINANCIAL GROUP

ARCHITECTS & PLANNERS
MARTINEZ + CUTRI CORPORATION

00743



SOUTH ELEVATION

1 10 20

KEYNOTES

- 1 STONE CLAD PRECAST
- 2 PRECAST TEXTURE 'A'
- 3 PRECAST TEXTURE 'B'
- 4 METAL CLAD PRECAST 'A'
- 5 METAL CLAD PRECAST 'B'
- 6 PUNCHED WINDOW, RECESSED
- 7 PUNCHED WINDOW, CENTER GLAZED
- 8 PUNCHED WINDOW, RECESSED, WITH CENTER MULLION
- 9 PUNCHED WINDOW, RECESSED, CENTER GLAZED WITH CENTER MULLION
- 10 ARCADE WITH DEEP SET WINDOWS
- 11 BOONCE
- 12 ACCENT LIGHTING
- 13 ARCHITECTURAL ENHANCED ROLL-UP DOORS
- 14 ROOF VISION SCREEN
- 15 NAVY CELEBRATION WALL FEATURE
- 16 BENCH
- 17 WATERWALL POOL
- 18 SUPPLY AIR LOUVERS FOR GARAGE MECHANICAL
- 19 METAL LOUVER



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**Government
Administrative
Facility
Pacific Gateway**
Block 3B
San Diego, California

REVISION	DATE

**SOUTH
ELEVATION**

PROJECT NUMBER	2007-03
DATE	7/2/07
PROJECT NAME	NAVY BROADWAY COMPLEX
SHEET NO.	32
DATE	7/2/07
PROJECT NUMBER	2007-03
DATE	7/2/07
PROJECT NAME	NAVY BROADWAY COMPLEX
SHEET NO.	32
DATE	7/2/07

A-3.2

OWNER / DEVELOPER
MANCHESTER FINANCIAL GROUP

NAVY BROADWAY COMPLEX

SITE NO. 3B PHASE CONCEPT - SCHEMATICS

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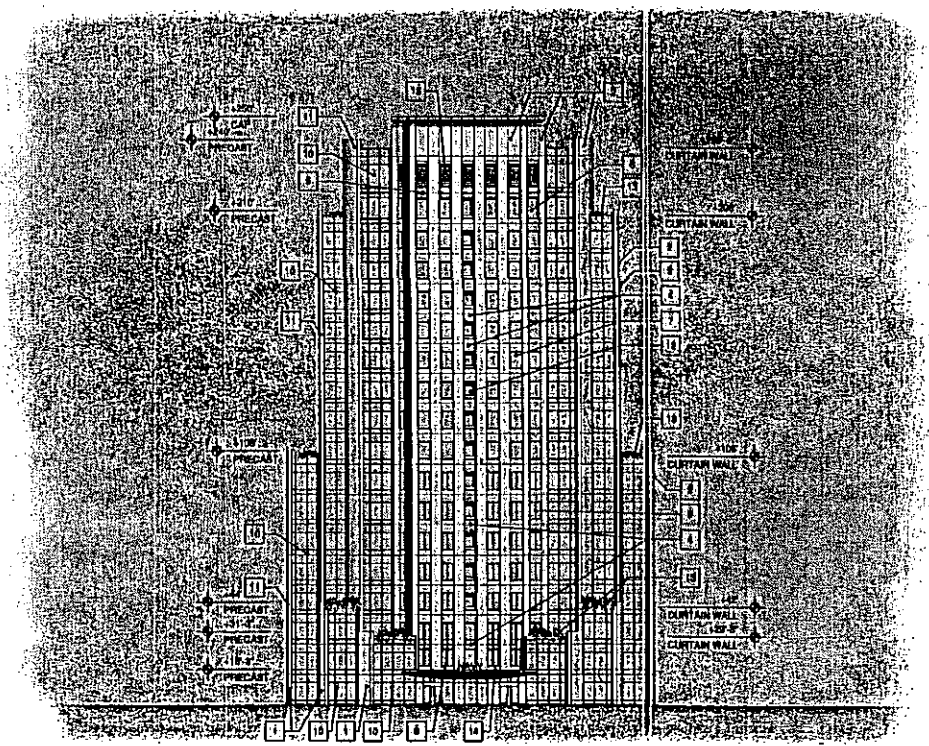
July 2, 2007

ARCHITECTS & PLANNERS
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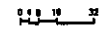
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000744



WEST ELEVATION



KEYNOTES

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- 3 PRECAST TEXTURE 'W'
- 4 METAL CLAD PRECAST 'X'
- 5 METAL CLAD PRECAST 'Y'
- 6 PUNCHED WINDOW, RECESSED
- 7 PUNCHED WINDOW, CENTER GLAZED
- 8 PUNCHED WINDOW, RECESSED, WITH CENTER MULLION
- 9 PUNCHED WINDOW, CENTER GLAZED WITH CENTER MULLION
- 10 CURTAIN WALL WITH GLASS SPANDREL
- 11 OBLIQUE WALL - APERTURES AND OTHER ARTICULATION NOT SHOWN
- 12 BALCONY
- 13 TERRACE
- 14 ROOF AT BUILDING ENTRY
- 15 METAL LOUVER



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SADLER**

**Government
Administrative
Facility
Pacific Gateway**
Sheet 00
San Diego, California

DATE	BY

**WEST
ELEVATION**

PROJECT NUMBER 00010	DATE 07/02/07
SHEET NUMBER 01	OF 02
A-3.3	

NAVY BROADWAY COMPLEX

SITE NO. 3B PHASE CONCEPT - SCHEMATICS

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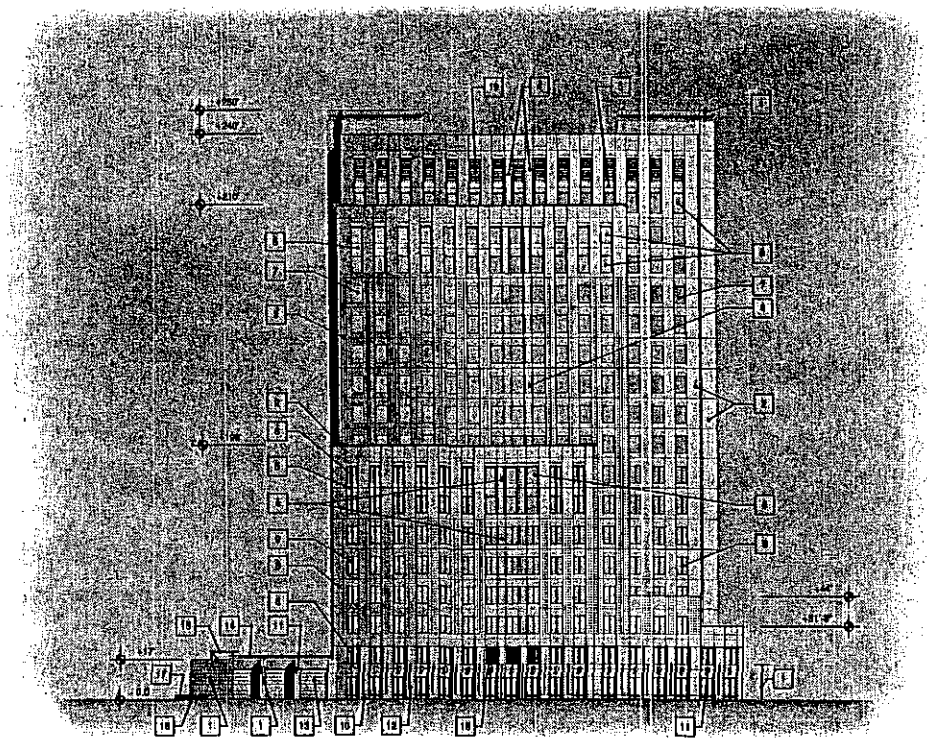
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PAGE NO
95

00745



NORTH ELEVATION

0 10 20

KEYNOTES

- 1 STONE CLAD PRECAST
- 2 PRECAST TEXTURE 'A'
- 3 PRECAST TEXTURE 'B'
- 4 METAL CLAD PRECAST 'A'
- 5 METAL CLAD PRECAST 'B'
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- 8 PUNCHED WINDOW, RECESSED, WITH CENTER MULLION
- 9 PUNCHED WINDOW, RECESSED, CENTER GLAZED WITH CENTER MULLION
- 10 ARCADE WITH DEEP SET WINDOWS
- 11 SCIENCE
- 12 ACCENT LIGHTING
- 13 ARCHITECTURAL ENHANCED ROLL-UP DOORS
- 14 ROOF VISION SCREEN
- 15 NAVY CELEBRATION WALL FEATURE
- 16 BENCH
- 17 WATERWALL POOL
- 18 SUPPLY AIR LOUVERS FOR GARAGE MECHANICAL
- 19 METAL LOUVER



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TEL: 212-691-1000 FAX: 212-691-1001

**Government
Administrative
Facility
Pacific Gateway**
Project #01
San Diego, California

DATE	BY
REVISIONS	DATE

**NORTH
ELEVATION**

PROJECT NUMBER	00000
DATE	1/21/2008
PROJECT NAME	NAVY BROADWAY COMPLEX
SHEET NO.	01
OF	01
DATE	1/21/2008
BY	
CHECKED BY	
APPROVED BY	
SCALE	AS SHOWN
PROJECT LOCATION	
PROJECT OWNER	
PROJECT MANAGER	
PROJECT ARCHITECT	
PROJECT ENGINEER	
PROJECT LANDSCAPE ARCHITECT	
PROJECT INTERIOR ARCHITECT	
PROJECT MECHANICAL ENGINEER	
PROJECT ELECTRICAL ENGINEER	
PROJECT CIVIL ENGINEER	
PROJECT STRUCTURAL ENGINEER	
PROJECT ENVIRONMENTAL ENGINEER	
PROJECT HISTORIC PRESERVATION	
PROJECT TRANSPORTATION ENGINEER	
PROJECT SPECIALTY CONSULTANT	
PROJECT GENERAL CONTRACTOR	
PROJECT SUBMITTAL TRACKING	
PROJECT CLOSEOUT TRACKING	
PROJECT AS-BUILT TRACKING	
PROJECT MAINTENANCE TRACKING	
PROJECT OPERATIONAL TRACKING	
PROJECT FINANCIAL TRACKING	
PROJECT LEGAL TRACKING	
PROJECT POLITICAL TRACKING	
PROJECT COMMUNITY TRACKING	
PROJECT ENVIRONMENTAL TRACKING	
PROJECT HISTORIC TRACKING	
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PROJECT SPECIALTY TRACKING	
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A-3.0

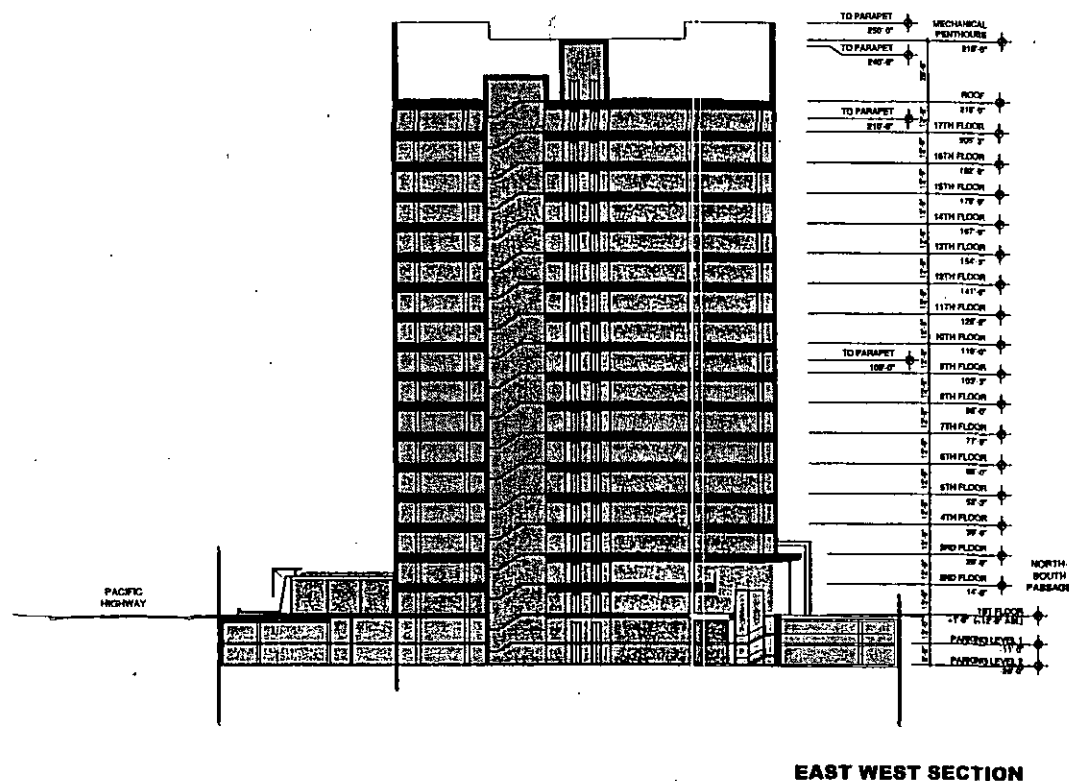
NAVY BROADWAY COMPLEX

SITE NO. 3B PHASE CONCEPT - SCHEMATICS





0 10 20 50
July 2, 2007

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LEGEND

-  PARKING
-  BLDG CORE/ SERVICE
-  PUBLIC LOBBY
-  OFFICE

[illegible]

**EAST WEST
SECTION**

RECEIVED

DATE

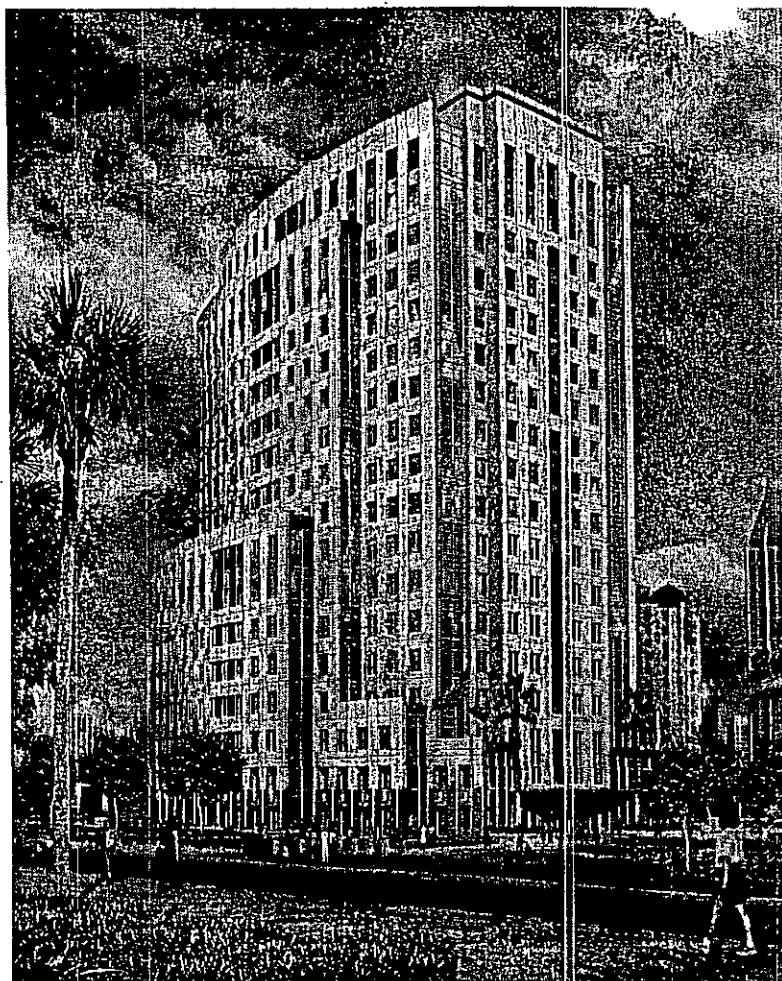
TIME

BY

A-5

CP

000748



Navy Administration Building - View Looking Southeast



**Government
Administrative
Facility
Pacific Gateway**
Phase 3B
San Diego, California

REVISION	DATE

**BUILDING
PERSPECTIVE #1**

DATE: 08/13	SCALE: 1/8" = 1'-0"
DRAWN BY: J. CUTRI	CHECKED BY: J. CUTRI
DATE: 07/27/07	DATE: 07/27/07
BY: JC	DATE: 07/27/07

A-4.0

NAVY BROADWAY COMPLEX

SITE NO. 3B PHASE CONCEPT - SCHEMATICS

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July 2, 2007

OWNER / DEVELOPER

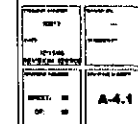
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PAGE NO

99



100

Block 2 and 3 Specifics

As stated above the Paseo is the primary public open space through Block 2. The square at the axis of the Paseo and the mid-block building entrance is defined by the pavement pattern, a water fountain and composition of palm trees (*Archontophoenix cunninghamiana*). The canopy trees (*Tipuana tipu*) and palms extend, along with the pedestrian pavement south across F Street to Block 3.

The western portion of the Block 3 is contained within the improvements defined by the NEVP. The eastern portion is the site for the Navy Administration Building (NAB) is designed to be an open public landscape, with inviting lawns, shade trees, colorful understory plant materials, structured seating and decorative water fountains. To compliment the symmetry of the building the landforms are sculpted as series of grass waves along its north and south sides. The mounding of the soil is to support growth of shade trees. The plant materials include lawn areas on the west side (max 2:1 slope), and taller native grasses on the steeper (3:1) east sides. Shade trees are planted near the tops of the slope. Three 60 inch wide pedestrian paths provide access to the NAB lawn from north and south. A vertical trellis defines the west edge of Paseo. It may be detailed to support flowering vines.

The northeast and southeast corners of the site are marked with large groupings of palm trees (*Phoenix reclinata*) in 36 inch tall raised planters. These provide the depth of soil for large trees and flowering understory plants. Planters are also along the north, west and east sides of the building. Planters are faced with stone matching that of the NAB.

The entry court at the west side of the building is flanked by two large palm trees (*Phoenix canariensis*) in 36 inch tall raised planters, a distinct pattern of pavers and a set of flag poles.

Emergency vehicle (City of San Diego Fire Department) access is defined along the Paseo west of the NAB, between F Street and G Street. Removable bollards are located near the street access areas, also at the building's eastern loading and service areas. Matching non-removable bollards are set between raised planters to assist in securing the facility.

All site elements, pavement (not including the Pacific Highway median) fountains, furnishings and planting, are above the parking structure. Excess storm water drainage will be collected in small surface drains and piped to a subsurface network leading to the city storm water system. The interstitial space between the finish grade and the top of the parking slab is to be filled with Structural Soil designed to support and spread the required vehicular loads of fire trucks in the designated fire lane, and allow for the growth of street tree roots.

Two public water fountains are on the Block 3. One designed on the east façade of the building at Pacific Highway, and the second at the southwest corner of the site. This fountain defines a gathering space and gateway transition of the Paseo across G Street. Water will flow from a continuous (hidden) source along the top of a low wall and drop into a pool. The interior finish of the fountain will be selected to complement the building façade. The exterior finish of the fountain and all raised planters will be a stone veneer to match the building.

Plant materials are either native to San Diego, or are found to thrive near the bay. The automatic irrigation system follows the Navy's standard list of equipment. Utilities are sited out of direct public view. Concrete headers surround all elements in the lawn to assist in mowing.

Trees (not including street trees) will be uplighted. CCDC standard and gateway lights will be installed along F Street, Pacific Highway and G Street. Site furnishings including pedestrian scale lights and trash receptacles will be located along the Paseo west of the Navy Administration Building.

Pavement and street trees on F Street, Pacific Highway and G Street, as well as the trees and understory planting in the median of Pacific Highway follow the North Embarcadero Visionary Plan and the CCDC Streetscape Manual. G Street is a 120' ROW (25' walk on the south, 60' road, 35' walk on the north). Each side of the street has a double row of trees set in CCDC tree grates flush with the adjacent pedestrian pavement. A 6' wide 36" tall raised tree planter along F Street is above the driveway access. A 15' wide sidewalk is located along F Street between the street tree planter and the open lawn.

Trees include but are not limited to the following:

- *Archontophoenix cunninghamiana*, King Palm, 18' BTH, per plan, in 36" tall raised planter
- *Liquidambar styraciflua*, American Sweetgum, 48" box, CCDC street tree, in tree grates
- *Phoenix canariensis*, Canary Island Palm, 18' BTH, per plan, in 36" tall raised planter
- *Phoenix reclinata*, Senegal Date Palm, 60" box, per plan, in 36" tall raised planter
- *Pinus torreyana*, Torrey Pine, 48" box, per plan, in 36" tall raised planter
- *Tipuna tipu*, Tipu Tree, 48" box, per plan, in 36" tall raised planter
- *Washingtonia robusta*, California Fan Palm, 18' BTH, CCDC street tree, in tree grates

Shrubs, Groundcover and Vines include but are not limited to the following:

- *Agave Americana*, Century Plant, 15 Gal., per plan
- *Bougainvillea 'San Diego Red'*, Bougainvillea, 5 Gal., per plan
- *Ceanothus griseus horizontalis*, California Creeper, 5 Gal., 36" O.C.
- *Juniperus 'torulosa'*, Hollywood Juniper, 15 Gal., per plan
- *Oenothera species*, Evening Primrose, 5 Gal., 36" O.C.
- *Romneya coulteri* 'White Cloud', Matilija Poppy, 5 Gal., 60" O.C.
- *Rosa californica*, California Rose, 5 Gal., 36" O.C.
- *Salvia apiana*, White Sage, 5 Gal., 36" O.C.
- *Streptocarpus reginae*, Bird of Paradise, 5 Gal., 36" O.C.
- *Zauschneria californica*, California Fuschia, 5 Gal., 36" O.C.
- *Wisteria sinensis*, Wisteria, 15 Gal., per plan

Grasses include but are not limited to the following:

- *"Marathon I"*, Standard Tall Fescue, Sod
- *Elymus condensatus*, Giant Wildrye, 5 Gal., 36" O.C.
- *Muhlenbergia rigens*, Deer Grass, 5 Gal., 24" O.C.

Site Furnishings

Manufacturers, types, colors, and finishes of pavement, furnishings for the public rights-of-way adhere to the CCDC and NEVP standards. Within the property boundaries the following items are required:

- Aluminum flagpoles – 45' height, **Double Mast Nautical** aluminum. The topmost bracket, and the gaff and yardarm brackets, are fabricated from 6063-T6 aluminum tubing and plate, heliarc welded, and are finished to match the flagpole shaft. Manufacturer-applied bronze anodized finish, Cable-based Internal Halyard Winch System as manufactured by Concord Industries, Inc., Dallas TX, www.concordindustries.com or approved equal.
- Bench – Neolviano, with central arm, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546. or approved equal. Embedded into cast-in-place concrete sub-base.
- Bollard – 3" diameter stainless steel pipe as manufactured by Leda-Vannacip, www.ledaint.com, or approved equal.
- Bollard Retractable – 6" diameter stainless steel pipe with manual lifting handle, as manufactured by Leda-Vannacip, www.ledaint.com, or approved equal;
- Pedestal drinking fountain - 3377_LRG, as manufactured by Markstaar, www.markstaar.com, or approved equal.
- Pedestrian Lighting – Saturn 3, double mounted on round 12' straight aluminum single pole, bronze finish, as manufactured by SeLux, www.slux.com or approved equal. Set flush to paved surface.
- Rectangular Unit Pavers – to complement the pavement of the NEVP with possible integration of additional unit pavers such as stone to match the adjacent building façade. The pavement will be a designed in rectilinear patterns with subtle changes in color and/or texture. Pavement pattern may utilize a variety of sizes, i.e. 6" x 12", 12" x 12", etc.. Color to be determined. Thickness will be determined based upon structural base to meet the City of San Diego's requirements for emergency vehicle access. Pavers will be as manufactured by Blockleys, www.blockleys.com/blockleys.html or approved equal.
- Structural Soil – for street tree and tree planting above parking structure, a uniformly blended mixture of crushed Stone, Clay Loam and Hydrogel, as directed by CU-SolITM producers, distributed by AMEREQ, INC. 800-832-8788, or approved equal, no know equal.
- Trash Receptacle - 30 gallon, Scarborough Receptacle, powdercoat, color to be determined, as manufactured by Landscape Forms, Inc. www.landscapeforms.com 431 Lawndale Avenue, Kalamazoo, MI 49048, 800-521-2546. or approved equal.
- Tree Grate – Pacific Gateway Passage, 5' x 5' size Model Number R-8712 from the Avenue Collection by Neenah Foundry, factory primed and painted black. The tree grate shall have a factory-applied finish, consisting of a minimum of one coat of primer and one coat of black enamel. Top finish shall be a slip resistant coating such as 'SharkGrip' by Sherwin Williams or approved equal. When applied following manufacturer's instructions, the slip-resistant coating shall provide a minimum static coefficient of 0.6 or the minimum recommendation for compliance with California Title 24 or the ADAGG requirements, whichever is most stringent. Or approved equal.

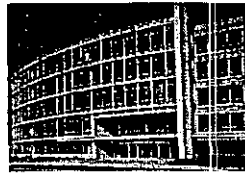
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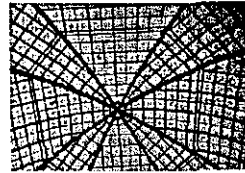
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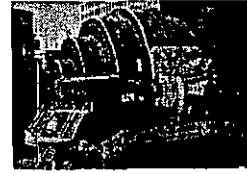
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EG.3

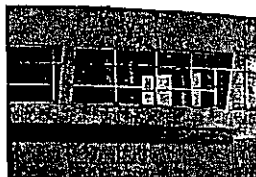


EG.4



EG.5

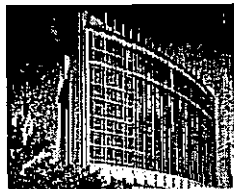
Exterior Glazing



MP.1



MP.2



MP.3



MP.4

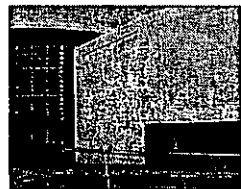


MP.5



MP.6

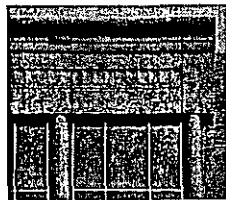
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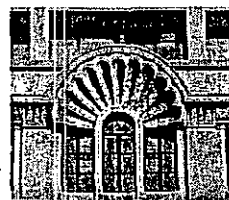
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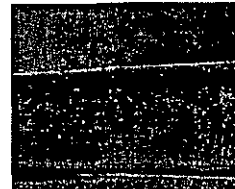
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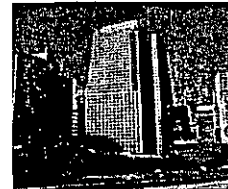
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PC.4

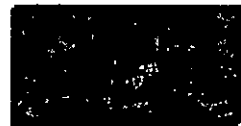


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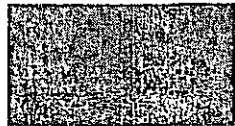
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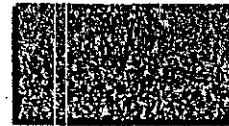
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SP.2



SP.3



SP.4



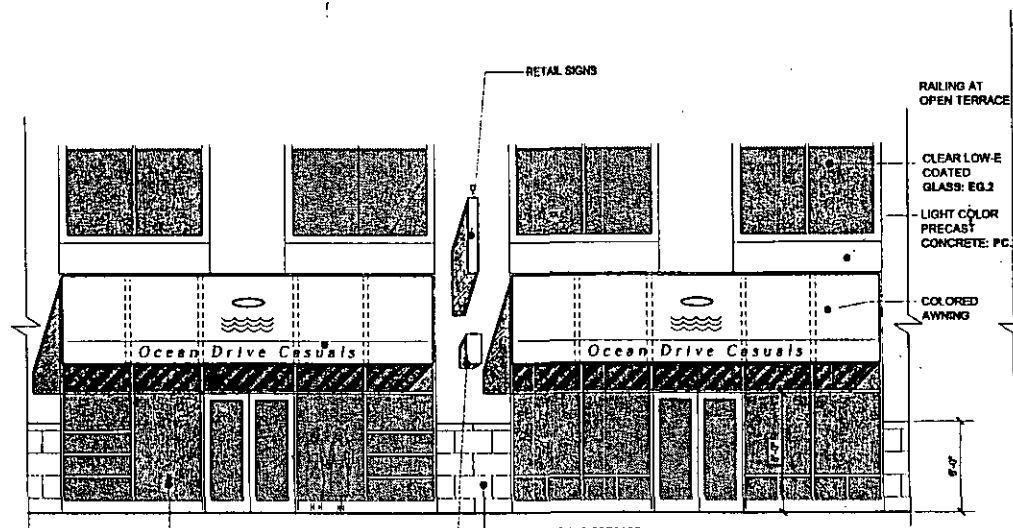
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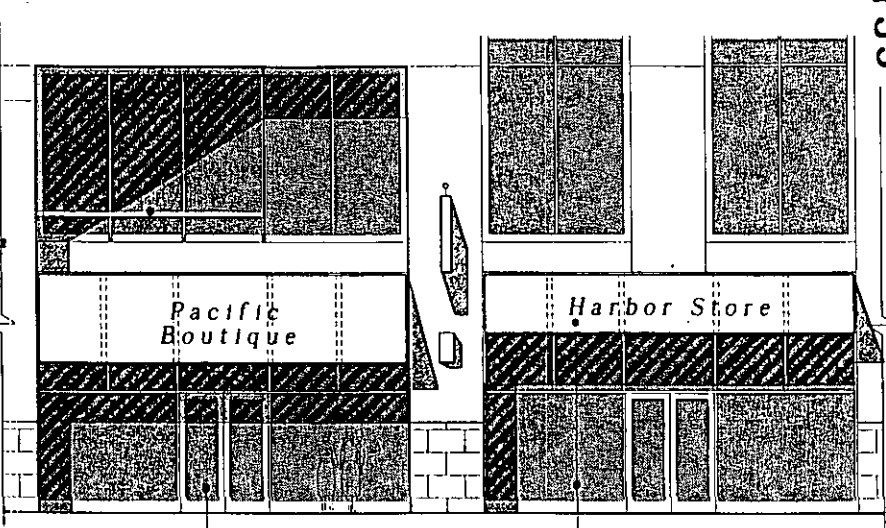
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Stone Panels

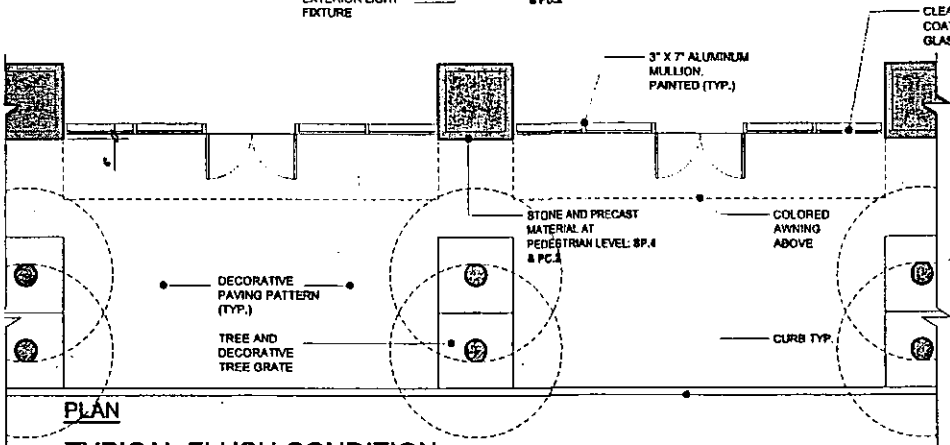
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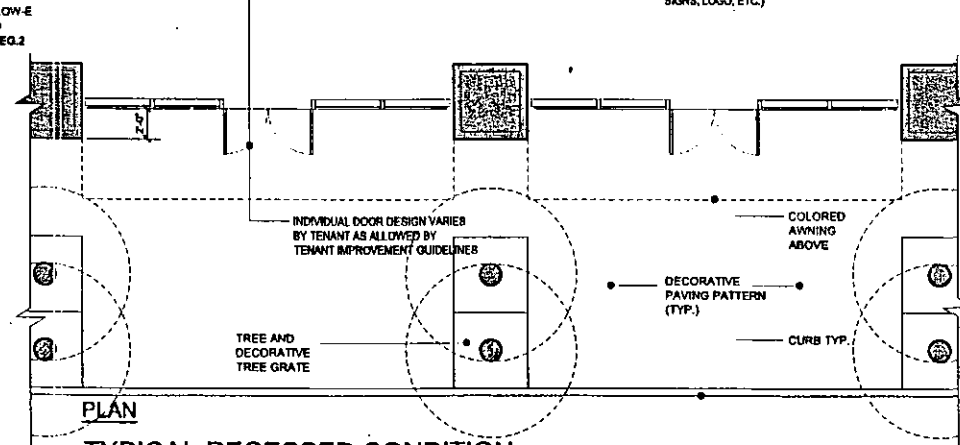


ELEVATION



PLAN

TYPICAL FLUSH CONDITION



PLAN

TYPICAL RECESSED CONDITION

DRAFT

MANCHESTER PACIFIC GATEWAY CCDC CONSISTENCY DETERMINATION

MASTER PLAN

This Consistency Determination supersedes the Master Plan Consistency Determination (10/20/06 version supplemented pursuant to Resolution 2006-04, following 10/25/06, 11/08/06, and 11/14/0 Board Meetings). This Consistency Determination is based solely on the drawings submitted by: Manchester Pacific Gateway LLC ("Developer"), dated July 2, 2007, and references the Agreement between the City of San Diego ("City") and the United States of America ("Navy") Adopting a Development Plan and Urban Design Guidelines for the Redevelopment of the Navy Broadway Complex, (the "Development Agreement") (City of San Diego document #1992-0802775) originally filed November 2, 1992; 1st Amendment filed December 3, 2001; 2nd Amendment filed January 7, 2003. This Master Plan Consistency Determination recognizes the required 4-step review process for all subsequent building proposals, (see Development Agreement Section 5.2, a-d); thus this determination contains numerous "conditions" that set forth required elements to be incorporated in those subsequent submittals.

1. The four (4) uses of the phrase "subject to conditions" on pages 7-8 of the Staff Report dated July 13, 2007 refer to the conditions in these matrices.
2. The "conditions" articulated in these matrices are applicable to Developer's July 2, 2007 Submittal (as superseded). If Developer seeks an exception to such conditions in subsequent submittals, Developer must obtain CCDC approval.

Definitions

"Master Plan" - The Navy Broadway Complex Project "Master Plan" is a set of drawings illustrating the conceptual Project in its entirety and establishes the foundation for the distribution of uses and building volumes on the Project site. The Master Plan includes the site plan/ground level usage and basic massing, volumes, and forms of buildings in order to verify that required building constraints are observed and that the proposed programs and parking is within the parameters allowed by the Development Agreement. Circulation and development site access issues are also addressed. The Master Plan does not include specific design programs or a level of detail that would enable a qualitative assessment of design at the individual site level. Each individual building/site that is submitted for a Consistency Determination is evaluated against the basic criteria established by the Development Agreement as represented in the Master Plan. If any one of the proposed buildings, whose volumes, massing, and program of uses as represented in this Master Plan, is proposed to be changed in basic footprint, volume, massing, or program of uses in a subsequent submittal of the four-phase review process established by the Development Agreement, the Master Plan shall be updated to reflect the new building in context with the other proposed or approved buildings and site organization. Architectural refinements and adjustments to building volumes and massing within the parameters established by the Development Agreement shall not require preparation of a further amendment to the Master Plan.

"Project" - refers to entire four double-block development sites, including related on- and off-site improvements.

"Paseo" and "north-south passage" are interchangeable terms that refer to the open area between the west (A) and east (B) development sites connecting Broadway and the 1.9-acre park at the north to Seaport Village/Harbor Drive to the south. The Paseo is comprised of public and semi-public spaces (café and building entry zones) that are open to the public on a 24-hour basis.

"Corniche" - term coined by the Design Panel that refers to the 70- to 75-foot streetwall along Harbor Drive.

NEVP/SD refers to the North Embarcadero Schematic Design drawings or their successor documents.

"Streetwall" is the building façade up to an elevation of 125 feet along a property line adjacent to any public street. The streetwall may include arcades, colonnades, and recessed entrances.

"Tower" is defined as building area above 125 feet above grade and/or above the building base/podium.

Building height is measured from average grade to top of the highest point on building, including top of mechanical, flagpoles/masts, or other appendage. Height in parentheses refers height above mean sea level (MSL).

"Substantial transparency" is interpreted to be 60% or more of the respective wall plane, up to the 2nd floor line.

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MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
Master Plan

	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)																																																																										
DP-1 ¹	Objectives of Development	3. To construct a high quality development that, in the spirit of the 1987 Memorandum of Understanding between the City and the Navy, achieves community objectives for this key waterfront site.	The evaluation as to achievement of community objectives and a high quality of development as defined by the Development Agreement, Development Plan and Design Guidelines was performed by reviewing the components of these requirements as set forth in the remainder of this matrix. The evaluations concluded that consistency with requirements had been achieved with respect to these components, or that consistency had been achieved subject to specified conditions. For the reasons set forth in the Consistency Analyses set forth below, and based upon the cumulative achievement of these requirements, consistency with the Objectives of Development has been achieved for this site.	This requirement is found to be consistent, subject to conditions.	Subject to conditions set forth in the remainder of this Consistency Determination.																																																																										
DP-2	Allowable Land Uses	The following land uses are permitted on all four blocks: Office Hotel Retail/Commercial/Restaurant/Entertainment Public Attractions Parking	The Master Plan proposes office, hotel, retail, public attraction, and parking uses (and retail associated with each of these primary uses) and none other.	This requirement is found to be consistent.	None.																																																																										
DP-3	Intensity of Uses	(a) A maximum of 1,650,000 gross square feet of office, including support retail.	The Master Plan proposes a maximum of 2,893,434 gross square feet of above-grade development (this figure is 356,566 gross square feet less than the maximum building area allowed). The project is consistent with the allowable square footages established for each permitted use and is below the maximum total square footage allowed by the Development Agreement (3.25 million square feet).	This requirement is found to be consistent, subject to conditions.	To ensure building mass is distributed over time on all the parcels in a manner consistent with that proposed in the Master Plan, no parcel may exceed that listed as a "+5% maximum" in Table 1. Full build-out of all parcels may not exceed 2,893,434 s.f. (if one parcel adds s.f. beyond the above "proposed," subsequent parcels must reduce s.f. to compensate).																																																																										
DP-4	Intensity of Uses	(b) A maximum of 1,220,000 gross square feet of hotel uses including support retail, restaurant and entertainment.																																																																													
DP-5	Intensity of Uses	(c) A maximum of 25,000 gross square feet of retail.																																																																													
<table><caption>Table 1: Use Table</caption><thead><tr><th>Parcel</th><th>Office</th><th>Hotel</th><th>Rooms</th><th>Retail (Independent)</th><th>Public Attraction</th><th>Proposed Total</th></tr></thead><tbody><tr><td>1B</td><td>500,414 sf</td><td>169,925 sf</td><td>275</td><td>0 sf</td><td>0 sf</td><td>670,339 sf</td></tr><tr><td>2A</td><td>296,535 sf</td><td>0 sf</td><td>0</td><td>0 sf</td><td>0 sf</td><td>296,535 sf</td></tr><tr><td>2B</td><td>384,324 sf</td><td>555,826 sf</td><td>943</td><td>0 sf</td><td>0 sf</td><td>940,150 sf</td></tr><tr><td>3A</td><td>0 sf</td><td>195,070 sf</td><td>193</td><td>16,000 sf</td><td>0 sf</td><td>211,070 sf</td></tr><tr><td>3B</td><td>351,000 sf</td><td>0 sf</td><td>0</td><td>0 sf</td><td>0 sf</td><td>351,000 sf</td></tr><tr><td>4A</td><td>0 sf</td><td>260,820 sf</td><td>164</td><td>9,000 sf</td><td>6,280 sf</td><td>276,100 sf</td></tr><tr><td>4B</td><td>114,520 sf</td><td>0 sf</td><td>0</td><td>0 sf</td><td>33,720 sf</td><td>148,240 sf</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Total Provided</td><td>1,646,793</td><td>1,181,641</td><td>1,575</td><td>25,000</td><td>40,000</td><td>2,893,434 sf</td></tr><tr><td>Total Allowed (Difference)</td><td>1,650,000 (-3,207)</td><td>1,220,000 (-38,359)</td><td>-</td><td>25,000 (0)</td><td>55,000 (-15,000 sf)</td><td>3,250,000 sf (-356,566 sf)</td></tr></tbody></table>			Parcel			Office	Hotel	Rooms	Retail (Independent)	Public Attraction	Proposed Total	1B	500,414 sf	169,925 sf	275	0 sf	0 sf	670,339 sf	2A	296,535 sf	0 sf	0	0 sf	0 sf	296,535 sf	2B	384,324 sf	555,826 sf	943	0 sf	0 sf	940,150 sf	3A	0 sf	195,070 sf	193	16,000 sf	0 sf	211,070 sf	3B	351,000 sf	0 sf	0	0 sf	0 sf	351,000 sf	4A	0 sf	260,820 sf	164	9,000 sf	6,280 sf	276,100 sf	4B	114,520 sf	0 sf	0	0 sf	33,720 sf	148,240 sf								Total Provided	1,646,793	1,181,641	1,575	25,000	40,000	2,893,434 sf	Total Allowed (Difference)	1,650,000 (-3,207)	1,220,000 (-38,359)	-	25,000 (0)
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DP-6	Intensity of Uses	(d) A maximum of 55,000 gross square feet of public attractions such as a museum(s). [the Project shall provide] ...not less than 40,000 gross square feet of ground level, easily accessible unfinished shell space for the construction and operation of one or more museums by one or more suitable public-oriented/not-for-profit organizations recommended by the City.	The Master Plan proposes museum space in two locations on Block 4 with a combined total area of 40,000 square feet. The space on Block 4B is the larger of the two sites with 33,720 square feet, including area located on the second floor/mezzanine. The mezzanine space is considered part of the ground floor usage, consistent with development practices downtown. Block 4A contains 6,280 square feet at the ground floor directly across from 4B and sharing an outdoor forecourt/plaza. The entries to both museum spaces face each other at the forecourt.	This requirement is found to be consistent. See Note in Consistency Analysis column.	None. See Note in Consistency Analysis column.																																																																										

¹ This "Consistency Analysis" is solely with respect to the "Basic Concept/Schematic Drawings" phase of the review process as outlined in Section 5.2 of the Development Agreement.

² This column indicates where the particular requirement is located within the Development Agreement. "DP" corresponds to the Development Plan of Exhibit C to the Development Agreement, and "UG" corresponds to the Urban Design Guidelines of Exhibit C to the Development Agreement.

MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
Master Plan

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DP-7	Parking Standards	(a) Navy Office = 1.23 spaces/1,000 gross square feet.	<p>The Master Plan includes 2,988 spaces to serve the allocation of uses in the Project, which is 117 spaces less than the Development Agreement's maximum 3,105 on-site parking spaces that could be allowed, with full build out of the Project (which would include above-grade parking).</p> <p>The Master Plan proposes the following parking allocations:</p> <table><caption>Table 2: Parking (Maximums)</caption><thead><tr><th rowspan="2">Parcel</th><th colspan="2">Office</th><th colspan="2">Navy¹</th><th colspan="2">Hotel²</th><th colspan="2">Retail</th><th colspan="2">Total</th></tr><tr><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th></tr></thead><tbody><tr><td>1B</td><td>500</td><td>500</td><td></td><td></td><td>206</td><td>206</td><td>0</td><td>0</td><td>706</td><td>706</td></tr><tr><td>2A</td><td>297</td><td>297</td><td>-</td><td>-</td><td>0</td><td>0</td><td>0</td><td>0</td><td>297</td><td>297</td></tr><tr><td>2B</td><td>384</td><td>384</td><td>-</td><td>-</td><td>707</td><td>707</td><td>0</td><td>0</td><td>1091</td><td>1091</td></tr><tr><td>3A</td><td>0</td><td>0</td><td>-</td><td>-</td><td>145</td><td>145</td><td>64</td><td>64</td><td>209</td><td>209</td></tr><tr><td>3B</td><td>-</td><td>-</td><td>459</td><td>459</td><td>0</td><td>0</td><td>0</td><td>0</td><td>459</td><td>459</td></tr><tr><td>4A</td><td>0</td><td>0</td><td>-</td><td>-</td><td>123</td><td>123</td><td>36</td><td>36</td><td>159</td><td>159</td></tr><tr><td>4B</td><td>115</td><td>115</td><td>-</td><td>-</td><td>0</td><td>0</td><td>0</td><td>0</td><td>115</td><td>115</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Total</td><td>1,297</td><td>1,297</td><td>459</td><td>459</td><td>1,881</td><td>1,881</td><td>100</td><td>100</td><td>3,036</td><td>3,036</td></tr></tbody></table> <p>¹Navy parking includes parking to serve 22,000 square feet of subterranean office space. ²Hotel parking based on hotel room count, instead of square footage.</p> <p>Phased Parking The Master Plan proposes to phase parking provisions with the phased development of the Project. The first phase of the Project (all of blocks 2 and 3) will not provide the entire amount of proposed parking to serve the uses of this phase. The Development Agreement is silent about the need to provide parking spaces on the site/Block where the uses are located or in the same phase of development. At build out, the Project will provide 49 spaces below that allowed by the Development Agreement.</p> <table><caption>Table 3: Phased Parking</caption><thead><tr><th></th><th>Parcel</th><th>Spaces Provided</th><th>Maximum Allowed</th><th>Difference</th></tr></thead><tbody><tr><td rowspan="4">Phase 1</td><td>3B</td><td>459</td><td>459</td><td>--</td></tr><tr><td>3A</td><td>322</td><td>209</td><td>+113</td></tr><tr><td>2A</td><td>248</td><td>297</td><td>-49</td></tr><tr><td>2B</td><td>534</td><td>1,092</td><td>-558</td></tr><tr><td>Total Phase 1</td><td></td><td>1,563</td><td></td><td>-494</td></tr><tr><td rowspan="4">Phase 2</td><td>1A & B</td><td>770</td><td>707</td><td>+63</td></tr><tr><td>4A</td><td>369</td><td>159</td><td>+210</td></tr><tr><td>4B</td><td>286</td><td>115</td><td>+171</td></tr><tr><td>Total Phase 2</td><td>3</td><td>1,425</td><td>+444</td></tr><tr><td>Total</td><td></td><td>2,988</td><td>3,038</td><td>-49</td></tr></tbody></table>	Parcel	Office		Navy ¹		Hotel ²		Retail		Total		Provided	Allowed	Provided	Allowed	Provided	Allowed	Provided	Allowed	Provided	Allowed	1B	500	500			206	206	0	0	706	706	2A	297	297	-	-	0	0	0	0	297	297	2B	384	384	-	-	707	707	0	0	1091	1091	3A	0	0	-	-	145	145	64	64	209	209	3B	-	-	459	459	0	0	0	0	459	459	4A	0	0	-	-	123	123	36	36	159	159	4B	115	115	-	-	0	0	0	0	115	115												Total	1,297	1,297	459	459	1,881	1,881	100	100	3,036	3,036		Parcel	Spaces Provided	Maximum Allowed	Difference	Phase 1	3B	459	459	--	3A	322	209	+113	2A	248	297	-49	2B	534	1,092	-558	Total Phase 1		1,563		-494	Phase 2	1A & B	770	707	+63	4A	369	159	+210	4B	286	115	+171	Total Phase 2	3	1,425	+444	Total		2,988	3,038	-49	This requirement is found to be consistent, subject to conditions.	If use square footages change from those in Table 1, maximum allowed parking spaces per parcel must be re-calculated per the Development Agreement ratios and may result in fewer spaces/use than shown in "allowed" columns.
Parcel	Office				Navy ¹		Hotel ²		Retail		Total																																																																																																																																																																			
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4A	0	0	-	-	123	123	36	36	159	159																																																																																																																																																																				
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DP-8	Parking Standards	(b) Commercial Office = 1.00 spaces/1,000 gross square feet (incl. support retail).																																																																																																																																																																												
DP-9	Parking Standards	(c) Hotel = 0.75 spaces/guest room (incl. support uses). A hotel guest room is the smallest unit capable of separate rental.																																																																																																																																																																												
DP-10	Parking Standards	(d) Retail = 4.00 spaces/1,000 gross square feet. ["Independent retail" (that not associated with office or hotel uses) only]																																																																																																																																																																												
DP-11	Height	Block 1A: 0 feet Block 1B: 400 feet (410')	<p>Height on this site is measured above grade to top of the tallest roof point or architectural element, enclosing space or otherwise.</p> <p>The Master Plan proposes the following building heights:</p>	This requirement is found to be consistent.	None.																																																																																																																																																																									
DP-12	Height	Block 2A: 200 feet (210') (per NEVP) Block 2B: 350 feet (360')																																																																																																																																																																												

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DP-13	Height	Block 3A: 150 feet (160') (per NEVP) Block 3B: 250 feet (260')	<table><tr><th colspan="5">Table 4: Project-wide Proposed Maximum Building Heights^(a)</th></tr><tr><th></th><th>Block 1</th><th>Block 2</th><th>Block 3</th><th>Block 4</th></tr><tr><td>A (east)</td><td>0 feet</td><td>200 feet (210')</td><td>150 feet (160')</td><td>120 feet (130')</td></tr><tr><td>B (west)</td><td>400 feet (410')</td><td>350 feet (360')</td><td>250 feet (260')</td><td>150 feet (160')</td></tr></table> ^(a) Parentheses refer to above mean sea level (MSL).	Table 4: Project-wide Proposed Maximum Building Heights ^(a)						Block 1	Block 2	Block 3	Block 4	A (east)	0 feet	200 feet (210')	150 feet (160')	120 feet (130')	B (west)	400 feet (410')	350 feet (360')	250 feet (260')	150 feet (160')		
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DP-14	Height	Block 4A: 120 feet (130') (per NEVP) Block 4B: 150 feet (160')																							
DG-1	Architectural Standards	The architecture of the development shall <u>establish a high quality of design</u> . While it is not the intent for the entire Development to represent a single architectural solution, it is to establish a compatible vocabulary of forms and materials to create a visually harmonious grouping of buildings.	The Master Plan includes the site plan/ground level usage; circulation; and basic massing, volumes, and forms of buildings in order to verify required building constraints are observed. The architectural vocabulary of forms and materials are established as individual buildings are brought forward for a Consistency Determination at the first stage of review (Basic Concept/Schematic Drawings). Because the Project is proposed to be developed in phases, buildings in Phase 1 will need to be reviewed against each other and buildings in subsequent phases will need to be reviewed both against each other and also with those buildings approved in earlier phases to ensure consistency with this standard.	This requirement is found to be consistent, with conditions.	Submittals for an initial or subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) submitted for a Consistency Determination shall be evaluated for consistency with this standard as an individual building and in context with buildings approved in Phase 1 and/or other subsequent phases.																				
DG-2	Architectural Standards	The architecture of the development shall establish a high quality of design. While it is not the intent for the entire Development to represent a single architectural solution, it is to establish a <u>compatible vocabulary of forms and materials to create a visually harmonious grouping of buildings</u> .	See DG-1.	This requirement is found to be consistent, subject to conditions.	Condition per DG-1.																				

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DG-3	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(a) Upon the demolition of "Building 1", an open space of <u>at least 1.9 acres shall be reserved at the foot of Broadway</u> . This space shall be configured to allow for aggregation with adjacent land for the creation of a larger open space at the foot of Broadway.	The Master Plan provides for a 1.9 acre Park at the foot of Broadway, including a continuous 75-foot setback along the north side of Block 1B. Two levels of subterranean parking are proposed beneath Block 1. The ceiling of Level P1 on this block is indicated at a minimum depth of four feet below grade.	This requirement is found to be consistent, subject to conditions.	<p>Subsequent submittals for a building at Block 1B shall be evaluated for consistency with this standard.</p> <p>Two hundred ten (210) linear feet shall be the minimum east-west dimension of the Park from the property line at Harbor Drive to the furthest west building wall of Block 1B. If subterranean parking is implemented, it shall accommodate the tree root balls of all proposed park trees above by providing a recessed tree well of net inside dimensions of 6 feet x 6 feet x 4 feet deep from finish grade. Provide for a minimum soil depth of 24 inches (to top of structural slab) throughout the rest of park, inclusive of required drainage slopes and/or utility requirements.</p> <p>Careful planning and extensive coordination will be required to ensure that the open space will meet the City's needs while at the same time allowing the construction of a garage to proceed without imposing unreasonable financial burdens on the developer. Factors to be considered in evaluating whether the open space will meet the City's needs shall include, but shall not be limited to: routing and placement of parking vents, exit stairs & elevators; design, scale and placement of vertical penetrations, utility boxes or other parking elements; and the impact of all of the foregoing on the public space of the Park.</p> <p>All other terms regarding the Park contained in the Development Agreement apply. CCDC reserves for resolution at the time of the next consistency evaluation the above-described Block 1A open space issues, and notes that a determination of full consistency requires such resolution. As a result, the findings made in this CCDC Consistency Determination are conditioned on such future determination with respect to the Block 1A open space issues.</p>

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	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)
DG-4	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(a) Upon the demolition of "Building 1", an open space of at least 1.9 acres shall be reserved at the foot of Broadway. This space shall be <u>configured to allow for aggregation with adjacent land</u> for the creation of a larger open space at the foot of Broadway.	See DG-3.	This requirement is found to be consistent, subject to conditions.	Condition per DG-3.
DG-5	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(b) <u>Harbor Drive, Broadway and the frontage adjacent to the proposed open space are envisioned as highly active pedestrian spaces with a strong orientation to the Bay.</u> At least 75 percent of the building frontage adjacent to these streets and open space shall be developed in uses including retail, restaurants, and other public-oriented activities that will promote pedestrian activity.	The Master Plan provides active uses that generate pedestrian activity, such as retail and lobbies, at the ground floor along 100% of the building frontages along Harbor Drive, Broadway, and the 1.9 acre Park (includes Block 1B, 2A, 3A and 4A).; however, the Master Plan does not include specific architectural or landscape design that would include the level of detail to evaluate the "strong orientation to the Bay" or "highly active" quality of the spaces, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Harbor Drive, the Open Space (1A, 2A), and Broadway (1B) shall be evaluated for consistency with this standard. All spaces which fulfill this requirement shall average 18 feet high to the 2nd floor finish elevation; and minimum plan depth of 30 feet (to permanent walls). Provide pedestrian entries into these spaces within 20 feet of building corners.
DG-6	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(b) Harbor Drive, Broadway and the frontage adjacent to the proposed open space are envisioned as highly active pedestrian spaces with a strong orientation to the Bay. <u>At least 75 percent of the building frontage adjacent to these streets and open space shall be developed in uses including retail, restaurants, and other public-oriented activities that will promote pedestrian activity.</u>	See DG-5.	This requirement is found to be consistent, subject to conditions.	Condition per DG-5.
DG-7	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(c) <u>Along Broadway, buildings shall be set back from the property line to create a plaza depth of 75 feet.</u> Along Harbor Drive on Block 3, above-grade development shall be built to the property line. Along Harbor Drive on Block 4, buildings shall be set back from the property line between 0 and 14 feet to create a consistent sidewalk depth of 25 feet, from the existing curb line.	The Master Plan provides that the northern edge of the building on Block 1B will be located a minimum distance of 75 feet from the Broadway property line to accommodate the required plaza depth.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Broadway (1A) shall be evaluated for consistency with this standard. Storefront bays and other architectural modulation may recess a maximum 5 feet from the 75-foot setback line. Canopies, balconies, and other minor architectural projections may extend 4 feet max past the line, to provide design variation and relief to the wall.
DG-8	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(c) Along Broadway, buildings shall be set back from the property line to create a plaza depth of 75 feet. <u>Along Harbor Drive on Block 3, above-grade development shall be built to the property line.</u> Along Harbor Drive on Block 4, buildings shall be set back from the property line between 0 and 14 feet to create a consistent sidewalk depth of 25 feet, from the existing curb line.	The Master Plan provides a consistent 70 to 125 foot streetwall (within five feet of the property line) along Harbor Drive for Block 3A for 100% of the frontage.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Harbor Drive at Block 3 (3A) shall be evaluated for consistency with this standard.

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DG-9	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(c) Along Broadway, buildings shall be set back from the property line to create a plaza depth of 75 feet. Along Harbor Drive on Block 3, above-grade development shall be built to the property line. <u>Along Harbor Drive on Block 4, buildings shall be set back from the property line between 0 and 14 feet to create a consistent sidewalk depth of 25 feet from the existing curb line.</u>	The Master Plan provides that the building footprints on blocks 4A and 4B will be set back from the Harbor Drive property line between five feet and 30 feet, providing a consistent minimum sidewalk depth of 25 feet, with additional semi-public open space behind the 25-foot wide sidewalk.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Harbor Drive on Block 4 (4A, 4B) shall be evaluated for consistency with this standard.
DG-10	Street-Level Design: Harbor Drive/ Open Space/ Broadway Frontage	(d) <u>Ground-level facades shall be substantially transparent to maximize the sense of contact</u> between indoor and outdoor activities. ["Substantially" is interpreted to be 60% or more of the respective wall plane, up to the 2 nd floor line].	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Harbor Drive, the Open Space (1A, 2A), and Broadway (1B) shall be evaluated for consistency with this standard.
DG-10(n)	Street-Level Design: Harbor Drive/Open Space/ Broadway Frontage	(c) <u>Colorful awnings, arcades and/or similar features shall be incorporated into the facade design to reinforce the pedestrian environment.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Subsequent submittals for Consistency Determinations for any building with frontage on Harbor Drive (2A, 3A, 4A, 4B), the Open Space (1B), and Broadway (1B) shall be evaluated for consistency with this standard.
DG-11	Street-Level Design: Harbor Drive/Open Space/ Broadway Frontage	(e) <u>Broadway's historic street wall of 50 to 100 feet shall be maintained and extended to the frontage adjacent to the proposed open space to reinforce the spatial experience of the street and open space.</u>	The Master Plan drawings indicate the streetwall height for the proposed building at Block 1B along Broadway and the Public Park from 50 feet to 100 feet in height. The first wall plane along Broadway is a consistent 50 feet tall along Broadway, with a 15-1/2-foot setback to the next wall plane. Facing the Public Park, the first wall plane ("streetwall") is 50 feet to 100 feet tall, with a 10-foot setback to the next wall plane.	This requirement is found to be consistent, subject to conditions.	A submittal for a building at Block 1B shall be evaluated for consistency with this standard.
DG-12	Street-Level Design: Pacific Highway Frontage	(a) <u>The Pacific Highway frontage shall be designed to reinforce the street's role as a major landscaped gateway</u> boulevard within the Centre City, and as the downtown "face" of the Broadway Complex development. <u>Ground-level facades shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Pacific Highway (1B, 2B, 3B, and 4B) shall be evaluated for consistency with this standard.
DG-13	Street-Level Design: Pacific Highway Frontage	(a) The Pacific Highway frontage shall be designed to reinforce the street's role as a major landscaped gateway boulevard within the Centre City, and as the downtown "face" of the Broadway Complex development. <u>Ground-level facades shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities.</u> [Substantially" is interpreted to be 60% or more of the respective wall plane, up to the 2 nd floor line].	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Each building with frontage on Pacific Highway (1B, 2B, 3B, and 4B) shall be evaluated for consistency with this standard.
DG-14	Street-Level Design: Pacific Highway Frontage	(b) <u>Along Pacific Highway above-grade development shall be set back from the property line approximately 10 feet to create a consistent sidewalk depth of 17 feet.</u>	The Master Plan indicates above-grade development on the Pacific Highway frontages of Blocks 1B, 2B, 3B, and 4B is set back 6 feet behind the respective property lines to achieve a consistent sidewalk depth of 17 feet along this street frontage.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Pacific Highway (1B, 2B, 3B, and 4B) shall be evaluated for consistency with this standard.

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DG-15	Street-Level Design: Pacific Highway Frontage	(c) In order to emphasize the landscape character of the street, <u>development fronting Pacific Highway shall not exceed a street-wall of 50 feet.</u> Taller elements shall be stepped back by at least 15 feet for no less than 75% of the frontage.	The Master Plan shows that 86% of the Pacific Highway frontage proposed to be developed with buildings on Blocks 1B, 2B, and 4B step back 15 feet above a streetwall height of 50 feet (707 linear feet - 94 linear feet (building without 15-foot stepback at Block 2B) = 613 linear feet/707 = 86%). (Block 3B will be set back from Pacific Highway.) Due to federal security requirements, the occupied portion of the building on Block 3B facing Pacific Highway is set back from face of curb 82 feet ("stand-off distance," including 50-foot wide perimeter protection). A loading and transformer enclosure is located between the occupied building and Pacific Highway but has a height of only 18 feet.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Pacific Highway (1B, 2B, 3B, and 4B) shall be evaluated for consistency with this standard.
DG-16	Street-Level Design: Pacific Highway Frontage	(c) In order to emphasize the landscape character of the street, development fronting Pacific Highway shall not exceed a street-wall of 50 feet. <u>Taller elements shall be stepped back by at least 15 feet for no less than 75% of the frontage.</u>	See DG-15.	This requirement is found to be consistent, subject to conditions.	Condition per DG-15.
DG-17	Street-Level Design: The East-West Streets (E, F, and G Streets)	(a) <u>The prolongations of E, F and G Streets shall be opened to allow for continuous vehicular and pedestrian access between Pacific Highway and Harbor Drive.</u> The design of the streets shall emphasize pedestrian access through wide sidewalks and continuous landscaping.	Phase I of the Master Plan proposes to re-establish E, F, and G streets to allow continuous vehicular and pedestrian access between Pacific Highway and Harbor Drive, including access to individual sites within the Project and on-street parking, where space is available. The south side of F Street is designed to provide two ramps (ingress and egress) to serve the Navy underground parking. One travel lane is provided in each direction on F Street for public vehicular use of the street and continuous pedestrian access is provided on either side of F Street.	This requirement is found to be consistent, subject to conditions.	A Phasing Plan identifying how and when the on- and off-site improvements will be installed (including on an interim basis) shall be submitted with the first Block to be submitted for a Consistency Determination with the 50% Construction Drawings submittal. Submittals for a subsequent level of review for any building with frontage on E, F, or G streets (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-18	Street-Level Design: The East-West Streets (E, F, and G Streets)	(a) The prolongations of E, F and G Streets shall be opened to allow for continuous vehicular and pedestrian access between Pacific Highway and Harbor Drive. <u>The design of the streets shall emphasize pedestrian access through wide sidewalks and continuous landscaping.</u>	The Master Plan provides pedestrian sidewalks on E, F, and G streets, with landscaping and regularly spaced street trees, as follows: E Street: 15 feet (both north and south sides) with a single row of street trees on each side; F Street: 15 feet (both north and south sides) with a single row of street trees on each side; the south side of F Street includes a 36-inch tall planter in the street tree zone between the Navy garage access ramp and sidewalk to provide pedestrian separation from the ramp and accommodate the required street trees. G Street: 35 feet - north side; 25 feet - south side; both sides of G Street include double row of street trees. The drawings indicate regular spaced street trees on all subject streets and the landscape narrative denotes consistency with this standard; however, subsequent submittals for Consistency Determinations for any building with frontage on E, F, or G streets (1B, 2A, 2B, 3A, and 3B) need to be evaluated for consistency with this standard.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on E, F, or G streets (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.

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DG-19	Street-Level Design: The East-West Streets (E, F, and G Streets)	(b) <u>An 80-foot wide right-of-way [amended from 75 feet, per the NEVP-SD] shall be maintained along E and F Streets to provide for this access and to maximize inland views to the Bayfront.</u> Approximately 30 feet [amended from 25 feet, per NEVP-SD] of this right-of-way shall be dedicated to pedestrian walkways and landscaping. Above the street-wall height, building elements shall be stepped back by not less than 25 feet. Ground-level non-service uses along E and F Streets shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities.	This standard applies only to E and F streets. The Master Plan indicates 80-foot right-of-ways for both E and F streets, with 15 feet on each side of the street dedicated to pedestrian walkways and landscaping (street trees) and 50 feet for vehicle travel lanes and parking, consistent with the NEVP-SD. At Block 3B, the south side of F Street is designed to provide an access ramp to the Navy underground parking; one travel lane is provided in each direction on F Street for public vehicular use of the street and continuous pedestrian access is provided on either side of F Street. F Street will not provide abundant on-street parking.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on E, F, or G streets (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-20	Street-Level Design: The East-West Streets (E, F, and G Streets)	(b) <u>An 80-foot wide right-of-way [amended from 75 feet, per the NEVP-SD] shall be maintained along E and F Streets to provide for this access and to maximize inland views to the Bayfront.</u> <u>Approximately 30 feet [amended from 25 feet, per the NEVP-SD] of this right-of-way shall be dedicated to pedestrian walkways and landscaping.</u> Above the street-wall height, building elements shall be stepped back by not less than 25 feet. Ground-level non-service uses along E and F Streets shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities.	The Master Plan indicates 15-foot sidewalks on the north and south sides of E and F streets for pedestrian walkways and street trees. Due to Federal security requirements and to provide pedestrian separation from the garage access ramp, the south side of F Street includes a 36-inch tall planter in the street tree zone between the ramp and sidewalk where the street trees will be planted and a 15-foot sidewalk between the planter and the open lawn area (this portion of the ROW provides 21 feet of combined sidewalk and landscaping, measured from face of curb to edge of the open lawn). The combined sidewalk and street tree planting area for F Street exceeds the minimum by providing a total of 36 feet dedicated to pedestrian walkways and landscaping.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on E, F, or G streets (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-21	Street-Level Design: The East-West Streets (E, F, and G Streets)	(b) <u>An 80-foot wide right-of-way [amended from 75 feet, per the NEVP-SD] shall be maintained along E and F Streets to provide for this access and to maximize inland views to the Bayfront.</u> Approximately 30 feet [amended from 25 feet, per the NEVP-SD] of this right-of-way shall be dedicated to pedestrian walkways and landscaping. <u>Above the street-wall height, building elements shall be stepped back by not less than 25 feet.</u> Ground-level non-service uses along E and F Streets shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities.	This standard applies only to E and F streets. The Master Plan drawings (elevations and sections) show that each of the buildings facing E and F streets (1B, 2A, 2B, 3A, and 3B) step back either at-grade or below the maximum streetwall height (125 feet), as follows:	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on E or F streets (1B, 2A, 2B, 3A, and 3B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.

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DG-22	Street-Level Design: The East-West Streets (E, F, and G Streets)	(h) An 80-foot wide right-of-way [amended from 75 feet, per the NEVP] shall be maintained along E and F Streets to provide for this access and to maximize inland views to the Bayfront. Approximately 30 feet [amended from 25 feet, per the NEVP-SD] of this right-of-way shall be dedicated to pedestrian walkways and landscaping. Above the street-wall height, building elements shall be stepped back by not less than 25 feet. <u>Ground-level non-service uses along E and F Streets shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities.</u> ["Substantially" is interpreted to be 60% or more of the respective wall plane, up to the 2 nd floor line].	This standard applies only to E and F streets. The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on E or F streets (1B, 2A, 2B, 3A, 3B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-23	Street-Level Design: The East-West Streets (E, F, and G Streets)	(c) <u>A 120-foot wide right-of-way shall be maintained along G Street.</u> Approximately 60 feet of this right-of-way shall be developed in pedestrian walkways, leading from the Marina Neighborhood to the G Street Mole (Tuna Harbor).	This standard applies only to G Street. The Master Plan drawings include a 120-foot right-of-way along G Street with 60 feet dedicated to travel lanes, and 60 feet dedicated to pedestrian walkways comprised of a 35-foot wide sidewalk on the north side of G Street and a 25-foot sidewalk on the south side of G Street.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on G Street (3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-24	Street-Level Design: The East-West Streets (E, F, and G Streets)	(c) A 120-foot wide right-of-way shall be maintained along G Street. <u>Approximately 60 feet of this right-of-way shall be developed in pedestrian walkways,</u> leading from the Marina Neighborhood to the G Street Mole (Tuna Harbor).	See DG-23.	This requirement is found to be consistent, subject to conditions.	Condition per DG-23.
DG-25	Street-Level Design: The East-West Streets (E, F, and G Streets)	(d) <u>Ground-level facades along G Street shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities.</u> Colorful awnings, arcades, and/or similar features shall be incorporated into the facade design to reinforce the pedestrian environment.	This standard applies only to G Street. The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on G Street (3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-26	Street-Level Design: The East-West Streets (E, F, and G Streets)	(d) Ground-level facades along G Street shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities. <u>Colorful awnings, arcades and/or similar features shall be incorporated into the facade design to reinforce the pedestrian environment.</u>	This standard applies only to G Street. The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on G Street (3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.

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DG-27	Street-Level Design: North-South Passage	(n) <u>A continuous north-south movement through a series of public and quasipublic spaces shall be created through the development, linking the open space at the foot of Broadway with Seaport Village.</u> This should be designed as an interesting sequence of spaces with a diversity of activities and spatial experiences (e.g., galleries, courts, exterior plazas, etc.).	<p>This standard applies to the entire Project site, including each individual development site.</p> <p>The Master Plan provides a continuous north-south passage through the four double-block site from Broadway and the 1.9 acre Park (north) to Harbor Drive and Pacific Highway (south). The passage has four spaces of complementary but different character, physically and visually connected through the site. The north-south passage has the following minimum dimensions in the east-west direction (except for Block 1, which is measured from the property line of Harbor Drive to the westernmost face of structure at 1B, all measurements are taken from the easternmost face of structure at Block A to the westernmost face of structure at Block B)</p> <ul style="list-style-type: none"> • Block 1B= 210 feet • Block 2AB= 55 feet • Block 3AB= 75 feet (trellis can be within this dimension) • Block 4AB=60 feet at the north, 88 feet at the Museum Plaza, 65 feet at the south <p>The Illustrative Landscape Plan and landscape narrative generally identify a series of spaces and transitions through the blocks, with characteristic paving patterns, plantings, and furnishings such as art, fountains, and benches. However, the Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.</p>	This requirement is found to be consistent, subject to conditions.	<p>Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.</p> <p>No parcel may encroach upon the minimum east-west dimension of the north-south passage with permanent structure more than five (5) feet without obtaining CCDC approval in a publicly noticed meeting.</p>
DG-28	Street-Level Design: North-South Passage	(n) A continuous north-south movement through a series of public and quasipublic spaces shall be created through the development, linking the open space at the foot of Broadway with Seaport Village. <u>This should be designed as an interesting sequence of spaces with a diversity of activities and spatial experiences (e.g., galleries, courts, exterior plazas, etc.).</u>	See DG-27.	This requirement is found to be consistent, subject to conditions.	Condition per DG-27.
DG-29	Architectural Form & Scale	(n) <u>Towers shall be designed as slender structures to minimize view obstructions from inland areas, and to create a well-composed skyline compatible with existing and planned development.</u> The upper 25% of the building tower shall be articulated in order to avoid a flat building top, provided that this requirement shall be applied only to the extent practicable with respect to the modification of an existing building. That portion of any new building exceeding 125 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension. Modifications to existing buildings above 150 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension. Multiple towers within a block shall be separated by at least 40 feet.	<p>The Master Plan includes seven proposed buildings that qualify as "towers," five along Pacific Highway and two along Harbor Drive. The three tallest towers are located on blocks 1 and 2 and each is 75-foot wide in the north-south plan dimension, considerably less than the maximum 140-foot dimension allowed; the narrow sides of their rectangular plans are oriented to the east, maximizing views from inland. Regarding "compatible with existing and planned development," towers with a north-south plan dimension in the 75- to 95-foot range are comparable to those existing and under construction immediately east of the project site, and to the majority of existing and planned towers in downtown. However, most existing and planned towers seldom exceed 150 to 175 feet in the east-west direction, reducing the visual bulk occupying the sky around a respective tower. Although narrow in the critical north-south dimension, three of the seven towers are 235 feet long east-west, creating tower wall planes that are unusually large for downtown; downtown towers never exceed 200 feet east-west, and are typically 150 feet or less.</p> <p>The Master Plan does not include specific architectural design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.</p>	This requirement is found to be consistent, subject to conditions.	<p>Submittals for a subsequent level of review for any building with a tower (1B, 2A, 2B, 3A, 3B, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.</p> <p>At the Design Development and subsequent review stages, each building shall submit proposals for any signature lighting, including "lanterns" and other similar lighting effects, and shall be designed with adjustable intensity controls for subsequent testing and approval by CCDC.</p> <p>All towers shall respect the minimum spacing and maximum widths shown on Exhibit #3 on page 11 of the July 2, 2007 Submittal.</p>

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DG-30	Architectural Form & Scale	(n) Towers shall be designed as slender structures to minimize view obstructions from inland areas, and to create a well-composed skyline compatible with existing and planned development. <u>The upper 25% of the building tower shall be articulated in order to avoid a flat building top, provided that this requirement shall be applied only to the extent practicable with respect to the modification of an existing building.</u> That portion of any new building exceeding 125 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension. Modifications to existing buildings above 150 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension. Multiple towers within a block shall be separated by at least 40 feet.	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with a tower (1B, 2A, 2B, 3A, 3B, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.														
DG-31	Architectural Form & Scale	(n) Towers shall be designed as slender structures to minimize view obstructions from inland areas, and to create a well-composed skyline compatible with existing and planned development. The upper 25% of the building tower shall be articulated in order to avoid a flat building top, provided that this requirement shall be applied only to the extent practicable with respect to the modification of an existing building. <u>That portion of any new building exceeding 125 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension. Modifications to existing buildings above 150 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension.</u> Multiple towers within a block shall be separated by at least 40 feet.	<p>The Master Plan includes seven buildings that qualify as "towers," five along Pacific Highway and two along Harbor Drive. All seven comply with the 140-foot maximum dimension (north-south):</p> <table><tr><td>Tower</td><td>North-South Dimension</td></tr><tr><td>1B</td><td>75 feet</td></tr><tr><td>2A</td><td>112 feet</td></tr><tr><td>2D</td><td>75 feet each (2 towers)</td></tr><tr><td>3A</td><td>82 feet</td></tr><tr><td>3B</td><td>134 feet</td></tr><tr><td>4B</td><td>140 feet</td></tr></table>	Tower	North-South Dimension	1B	75 feet	2A	112 feet	2D	75 feet each (2 towers)	3A	82 feet	3B	134 feet	4B	140 feet	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with a tower (1B, 2A, 2B, 3A, 3B, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
Tower	North-South Dimension																		
1B	75 feet																		
2A	112 feet																		
2D	75 feet each (2 towers)																		
3A	82 feet																		
3B	134 feet																		
4B	140 feet																		
DG-32	Architectural Form & Scale	(n) Towers shall be designed as slender structures to minimize view obstructions from inland areas, and to create a well-composed skyline compatible with existing and planned development. The upper 25% of the building tower shall be articulated in order to avoid a flat building top, provided that this requirement shall be applied only to the extent practicable with respect to the modification of an existing building. That portion of any new building exceeding 125 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension. Modifications to existing buildings above 150 feet (AMSL) shall not exceed 140 feet in the north/south maximum plan dimension. <u>Multiple towers within a block shall be separated by at least 40 feet.</u>	<p>The Master Plan drawings show, in each instance where multiple towers are planned within a block, separation by at least 40 feet, as follows: (N = north building; S = south building)</p> <table><tr><td>Buildings</td><td>Separation</td></tr><tr><td>2A - 2B</td><td>89 feet [2A^N to 2B^N]</td></tr><tr><td>2B^N - 2B^S</td><td>80 feet</td></tr><tr><td>3A - 3B</td><td>144 feet</td></tr><tr><td>4A - 4B</td><td>110 feet</td></tr><tr><td>4A^N - 4A^S</td><td>N/A [at least one building is not over 125 feet]</td></tr></table>	Buildings	Separation	2A - 2B	89 feet [2A ^N to 2B ^N]	2B ^N - 2B ^S	80 feet	3A - 3B	144 feet	4A - 4B	110 feet	4A ^N - 4A ^S	N/A [at least one building is not over 125 feet]	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any Block with a tower (1, 2, 3 and 4) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.		
Buildings	Separation																		
2A - 2B	89 feet [2A ^N to 2B ^N]																		
2B ^N - 2B ^S	80 feet																		
3A - 3B	144 feet																		
4A - 4B	110 feet																		
4A ^N - 4A ^S	N/A [at least one building is not over 125 feet]																		

MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
Master Plan

	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)
DG-33	Architectural Form & Scale	(b) <u>Facades shall be articulated to create variety and interest; large areas of curtain wall glazing (vision glass or spandrel construction) shall not be permitted. Reflective glass shall be avoided.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-34	Architectural Form & Scale	(b) Facades shall be articulated to create variety and interest; <u>large areas of curtain wall glazing (vision glass or spandrel construction) shall not be permitted.</u> Reflective glass shall be avoided.	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-35	Architectural Form & Scale	(b) Facades shall be articulated to create variety and interest; large areas of curtain wall glazing (vision glass or spandrel construction) shall not be permitted. <u>Reflective glass shall be avoided.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-36	Architectural Form & Scale	(c) <u>Low-rise elements shall be articulated to create interest and variety and to promote the pedestrian scale of the street.</u> Articulation of the first two floors with architectural detailing such as storefront design, arcades and awnings shall be required. Special treatment and detailing of the cornice of street-wall buildings shall be required.	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard. Each future building/site submittal shall introduce diverse proportions, canopy and awning types, colors and sizes, and other elements, to enhance variety of pedestrian scales, within each building and between blocks.
DG-37	Architectural Form & Scale	(c) Low-rise elements shall be articulated to create interest and variety and to promote the pedestrian scale of the street. <u>Articulation of the first two floors with architectural detailing such as storefront design, arcades and awnings shall be required.</u> Special treatment and detailing of the cornice of street-wall buildings shall be required.	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-38	Architectural Form & Scale	(c) Low-rise elements shall be articulated to create interest and variety and to promote the pedestrian scale of the street. Articulation of the first two floors with architectural detailing such as storefront design, arcades and awnings shall be required. <u>Special treatment and detailing of the cornice of street-wall buildings shall be required.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard. All mid-height (approximately 40 to 100 feet tall) street walls shall have a distinctly evident and adequately proportioned cap, overhang, trellis, or similar treatment, executed in an appropriate, durable material.

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CCDC Consistency Determination Matrix
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	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)
DG-39	Architectural Form & Scale	(d) <u>Building materials shall be light in color and of a high quality. A palette of colors and materials shall be developed for the Broadway Complex project to ensure harmonious treatment.</u>	The color and material palette will be established as individual buildings are brought forward for a Consistency Determination at the first stage of review (Basic Concept/Schematic Drawings). Because the Project is proposed to be developed in phases, buildings in Phase 1 will need to be reviewed against each other, and buildings in subsequent phases will need to be reviewed both against each other and also with those buildings approved in earlier phases to ensure consistency with this standard.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard. Phase 1 buildings shall establish the color and material palette that will be used throughout the Project. Buildings in Phase 1 shall be reviewed against each other, and buildings in subsequent phases shall be reviewed both against each other and also with those buildings approved in earlier phases to ensure consistency with this standard.
DG-40	Architectural Form & Scale	(d) Building materials shall be light in color and of a high quality. <u>A palette of colors and materials shall be developed for the Broadway Complex project to ensure harmonious treatment.</u>	See DG-39.	This requirement is found to be consistent, subject to conditions.	Condition per DG-39.
DG-41	Architectural Form & Scale	(e) <u>Towers shall be designed with distinctive roof forms that create a pleasing skyline profile. A compatible vocabulary of forms (e.g., domes, vaults, pyramids, etc.) shall be developed to encourage a "family" of buildings within the complex.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review. The "family" roof forms will be established as individual buildings are brought forward for a Consistency Determination at the first stage of review (Basic Concept/Schematic Drawings). Because the Project is proposed to be developed in phases, buildings in Phase 1 will need to be reviewed against each other, and buildings in subsequent phases will need to be reviewed both against each other and also with those buildings approved in earlier phases to ensure consistency with this standard.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with a tower (1B, 2A, 2B, 3A, 3B, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard. Buildings in Phase 1 shall be reviewed against each other, and buildings in subsequent phases shall be reviewed both against each other and also with those buildings approved in earlier phases to ensure consistency with this standard.
DG-42	Architectural Form & Scale	(e) Towers shall be designed with distinctive roof forms that create a pleasing skyline profile. <u>A compatible vocabulary of forms (e.g., domes, vaults, pyramids, etc.) shall be developed to encourage a "family" of buildings within the complex.</u>	See DG-41.	This requirement is found to be consistent, subject to conditions.	Condition per DG-41.
DG-43	Architectural Form & Scale	(f) <u>Mechanical equipment, appurtenances and penthouses located on rooftops shall be architecturally screened and enclosed, and incorporated as an integral part of the architectural design. Navy rooftop communication equipment shall be integrated and screened from view to the maximum extent possible.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.

MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
 Master Plan

	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)																																																												
DG-44	Architectural Form & Scale	(f) Mechanical equipment, appurtenances and penthouses located on rooftops shall be architecturally screened and enclosed, and incorporated as an integral part of the architectural design. <u>Navy rooftop communication equipment shall be integrated and screened from view to the maximum extent possible.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.																																																												
DG-45	Access	(n) <u>Curb cuts shall not be permitted along Broadway, Pacific Highway and Harbor Drive, and shall be situated along the east-west streets (E, F, and G Streets).</u> They shall not be located closer than 50 feet from intersections with Pacific Highway or Harbor Drive.	The Master Plan drawings only indicate curb cuts on the east-west streets (E, F, and G streets) and do not include curb cuts on Broadway, Pacific Highway, or Harbor Drive.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.																																																												
DG-46	Access	(a) Curb cuts shall not be permitted along Broadway, Pacific Highway and Harbor Drive, and shall be situated along the east-west streets (E, F, and G Streets). <u>They shall not be located closer than 50 feet from intersections with Pacific Highway or Harbor Drive.</u>	<p>The proposed curb cuts to serve the individual development sites are located a minimum of 50 feet from the face of curb on Pacific Highway or Harbor Drive, as follows:</p> <table><tr><th colspan="10">Table 6: Curb Cut Locations</th></tr><tr><th></th><th colspan="5">Distance from Harbor Drive (feet)</th><th colspan="4">Distance from Pacific Highway (feet)</th></tr><tr><th></th><th>--</th><th>2A</th><th>3A</th><th>4A</th><th>4B</th><th>1B</th><th>2B</th><th>3B</th><th>4B</th></tr><tr><td>E Street</td><td>--</td><td>--</td><td>--</td><td>--</td><td>--</td><td>60</td><td>--</td><td>--</td><td>--</td></tr><tr><td>F Street</td><td>--</td><td>82.5</td><td>96</td><td>--</td><td>--</td><td>--</td><td>87</td><td>50</td><td>--</td></tr><tr><td>G Street</td><td>--</td><td>--</td><td>65</td><td>133</td><td>--</td><td>--</td><td>--</td><td>--</td><td>74</td></tr></table>	Table 6: Curb Cut Locations											Distance from Harbor Drive (feet)					Distance from Pacific Highway (feet)					--	2A	3A	4A	4B	1B	2B	3B	4B	E Street	--	--	--	--	--	60	--	--	--	F Street	--	82.5	96	--	--	--	87	50	--	G Street	--	--	65	133	--	--	--	--	74	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
Table 6: Curb Cut Locations																																																																	
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G Street	--	--	65	133	--	--	--	--	74																																																								
DG-47	Access	(b) <u>Access to parking and loading areas shall be screened from predominant view,</u> and designed to allow vehicles to maneuver on site without obstructing public pedestrian or vehicular circulation.	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.																																																												
DG-48	Access	(b) Access to parking and loading areas shall be screened from predominant view, <u>and designed to allow vehicles to maneuver on site without obstructing public pedestrian or vehicular circulation.</u>	The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.																																																												
DG-49	Parking Treatment	(n) <u>Every reasonable effort should be made to provide two levels of below-grade parking prior to the provision of above-grade parking. One level of below grade parking shall be required.</u> Any above-grade parking shall be included in the calculation of the above grade gross square footage permitted on the site.	The Master Plan does not propose any above-grade parking. All proposed parking is provided below grade in two subterranean levels.	This requirement is found to be consistent, subject to conditions.	None.																																																												
DG-50	Parking Treatment	(a) Every reasonable effort should be made to provide two levels of below-grade parking prior to the provision of above-grade parking. One level of below grade parking shall be required. <u>Any above-grade parking shall be included in the calculation of the above grade gross square footage permitted on the site.</u>	N/A - See DG-49.	N/A	None.																																																												

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MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
Master Plan

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	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s), Recommendation(s)
DG-51	Parking Treatment	(b) <u>Above-grade parking shall be encapsulated within development so that it appears as an integral part of the building design.</u> Active uses shall screen above-grade parking from predominant public view along the Pacific Highway and Harbor Drive frontages. Along the east-west streets, above-grade parking shall be designed to appear as an integral part of the building facade.	N/A - See DG-49.	N/A	None.
DG-51	Parking Treatment	b) Above-grade parking shall be encapsulated within development so that it appears as an integral part of the building design. <u>Active uses shall screen above-grade parking from predominant public view along the Pacific Highway and Harbor Drive frontages.</u> Along the east-west streets, above-grade parking shall be designed to appear as an integral part of the building facade.	N/A - See DG-49.	N/A	None.
DG-51	Parking Treatment	b) Above-grade parking shall be encapsulated within development so that it appears as an integral part of the building design. Active uses shall screen above-grade parking from predominant public view along the Pacific Highway and Harbor Drive frontages. <u>Along the east-west streets, above-grade parking shall be designed to appear as an integral part of the building facade.</u>	N/A - See DG-49.	N/A	None.
DG-52	Parking Treatment	(c) <u>Surface parking shall be permitted on an interim basis; such parking shall be well screened from public street views with temporary perimeter landscaping and shall be well-lighted.</u>	The Master Plan does not proposed surface parking as an interim use.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard. Interim surface parking shall be required to install improvements consistent with current standards established by the Centre City Planned District Ordinance and City regulations, as applicable.
DG-53	Landscape Treatment	(a) <u>On and off-site landscaping shall establish a high quality of design and promote a comfortable and attractive pedestrian environment.</u> Landscaping and all other required off-site improvements shall be installed in accordance with the requirements of [the North Embankment Visionary Plan Schematic Design (NEVP-SD)] and [the Centre City Streetscape Manual or any successor document covering the same subject matter.	The Master Plan includes an Illustrative Landscape Plan and narrative describing on- and off-site landscaping, including streetscape improvements. The Illustrative Landscape Plan and landscape narrative identify that the off-site improvements will be consistent with the NEVP-SD and Centre City Streetscape Manual. The north-south passage is described and illustrated as a series of spaces and transitions through the blocks, with characteristic paving patterns, plantings, and furnishings such as art, fountains, and benches. However, the Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building (1B, 2A, 2B, 3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard. Individual development sites in Phase I shall be reviewed against each other, and buildings in subsequent phases shall be reviewed both against each other and also with those buildings approved in earlier phases to ensure consistency with this standard.

MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
Master Plan

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	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)
DG-54	Landscape Treatment	(a) On and off-site landscaping shall establish a high quality of design and promote a comfortable and attractive pedestrian environment. <u>Landscaping and all other required off-site improvements shall be installed in accordance with the requirements of the North Embarcadero Visionary Plan Schematic Design (NEVP-SD) and the Centre City Streetscape Manual or any successor document covering the same subject matter.</u>	See DG-53.	This requirement is found to be consistent, subject to conditions.	Condition per DG-53.
DG-55	Landscape Treatment	(b) <u>The design of the Pacific Highway frontage shall reinforce its designation as a major gateway street, with tall palms and ornamental lighting,</u> consistent with the CCDC Pacific Highway Concept Plan.	The Master Plan includes an Illustrative Landscape Plan and narrative describing on- and off-site landscaping, including streetscape improvements. The Illustrative Landscape Plan and landscape narrative identify that the off-site improvements, including those on Pacific Highway, will be consistent with the NEVP-SD and Centre City Streetscape Manual. The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Pacific Highway (1B, 2B, 3B, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-56	Landscape Treatment	(b) <u>The design of the Pacific Highway frontage shall reinforce its designation as a major gateway street, with tall palms and ornamental lighting,</u> consistent with the CCDC Pacific Highway Concept Plan.	See DG-55.	This requirement is found to be consistent, subject to conditions.	Condition per DG-55.
DG-57	Landscape Treatment	(c) <u>Harbor Drive shall be reinforced as an informal waterfront parkway for pedestrians and automobiles;</u> additional sidewalk planting shall extend the canopy of existing trees to the edge of the project.	The Master Plan includes an Illustrative Landscape Plan and narrative describing on- and off-site landscaping, including streetscape improvements. The Illustrative Landscape Plan and landscape narrative identify that the off-site improvements, including those on Harbor Drive, will be consistent with the NEVP-SD and Centre City Streetscape Manual. The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on Harbor Drive (2A, 3A, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-58	Landscape Treatment	(c) Harbor Drive shall be reinforced as an informal waterfront parkway for pedestrians and automobiles; <u>additional sidewalk planting shall extend the canopy of existing trees to the edge of the project.</u>	See DG-57.	This requirement is found to be consistent, subject to conditions.	Condition per DG-57.
DG-59	Landscape Treatment	(d) G Street shall be developed as a visually strong promenade in the spirit of the Martin Luther King, Jr. Promenade. <u>Colorful planting beds, water features, sculpture, benches and distinctive vertical plantings shall be provided.</u>	The Master Plan includes an Illustrative Landscape Plan and narrative describing on- and off-site landscaping, including streetscape improvements. The Illustrative Landscape Plan and landscape narrative identify that the off-site improvements, including those on G Street, will be consistent with the NEVP-SD and Centre City Streetscape Manual. The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on G Street (3A, 3B, 4A, and 4B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.
DG-60	Landscape Treatment	(e) <u>E and F Streets shall be designed as secondary east-west streets, with regularly planted street trees along each sidewalk.</u>	The Master Plan includes an Illustrative Landscape Plan and narrative describing on- and off-site landscaping, including streetscape improvements. The Illustrative Landscape Plan and landscape narrative identify that the off-site improvements, including those on E and F streets, will be consistent with the NEVP-SD and Centre City Streetscape Manual. The Master Plan does not include specific architectural or landscape design that would include the level of detail that may be evaluated against this standard, nor is it required to for the Master Plan review. Submittals for a subsequent level of review for any building with frontage on E and/or F streets (1B, 2A, 2B, 3A, and 3B) shall be evaluated for consistency with this standard.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review for any building with frontage on E and/or F streets (1B, 2A, 2B, 3A, and 3B) that are submitted for a Consistency Determination shall be evaluated for consistency with this standard.

MANCHESTER PACIFIC GATEWAY CCDC CONSISTENCY DETERMINATION

BLOCK 2A

This Consistency Determination is based solely on the drawings submitted by: Manchester Pacific Gateway LLC ("Developer"), dated July 2, 2007, and references the Agreement between the City of San Diego ("City") and the United States of America ("Navy") Adopting a Development Plan and Urban Design Guidelines for the Redevelopment of the Navy Broadway Complex, (the "Development Agreement") (City of San Diego document #1992-0802775) originally filed November 2, 1992; 1st Amendment filed December 3, 2001; 2nd Amendment filed January 7, 2003. This Master Plan Consistency Determination recognizes the required 4-step review process for all subsequent building proposals. (see Development Agreement Section 5.2, a-d); thus this determination contains numerous "conditions" that set forth required elements to be incorporated in those subsequent submittals.

Definitions

"Master Plan" - The Navy Broadway Complex Project "Master Plan" is a set of drawings illustrating the conceptual Project in its entirety and establishes the foundation for the distribution of uses and building volumes on the Project site. The Master Plan includes the site plan/ground level usage and basic massing, volumes, and forms of buildings in order to verify that required building constraints are observed and that the proposed programs and parking is within the parameters allowed by the Development Agreement. Circulation and development site access issues are also addressed. The Master Plan does not include specific design programs or a level of detail that would enable a qualitative assessment of design at the individual site level. Each individual building/site that is submitted for a Consistency Determination is evaluated against the basic criteria established by the Development Agreement as represented in the Master Plan. If any one of the proposed buildings, whose volumes, massing, and program of uses as represented in this Master Plan, is proposed to be changed in basic footprint, volume, massing, or program of uses in a subsequent submittal of the four-phase review process established by the Development Agreement, the Master Plan shall be updated to reflect the new building in context with the other proposed or approved buildings and site organization. Architectural refinements and adjustments to building volumes and massing within the parameters established by the Development Agreement shall not require preparation of a further amendment to the Master Plan.

"Project" - refers to entire four double-block development sites, including related on- and off-site improvements.

"Paseo" and "north-south passage" are interchangeable terms that refer to the open area between the west (A) and east (B) development sites connecting Broadway and the 1.9-acre park at the north to Seaport Village/Harbor Drive to the south. The Paseo is comprised of public and semi-public spaces (catal and building entry zones) that are open to the public on a 24-hour basis.

"Corniche" - term coined by the Design Panel that refers to the 70- to 75-foot streetwall along Harbor Drive.

NEVP/SD refers to the North Embareadero Schematic Design drawings or their successor documents.

"Streetwall" is the building facade up to an elevation of 125 feet along a property line adjacent to any public street. The streetwall may include arcades, colonnades, and recessed entrances.

"Tower" is defined as building area above 125 feet above grade and/or above the building base/podium.

Building height is measured from average grade to top of the highest point on building, including top of mechanical, flagpoles/masts, or other appendage. Height in parentheses refers height above mean sea level (MSL).

"Substantial transparency" is interpreted to be 60% or more of the respective wall plane, up to the 2nd floor line.

ATFP - Antiterrorism/Force Protection refers to a system of measures to protect military installations from security threats and attacks.

MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
BLOCK 2A

000774

	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)																																																																																				
DP-1 ²	Objectives of Development	<u>3. To construct a high quality development that, in the spirit of the 1987 Memorandum of Understanding between the City and the Navy, achieves community objectives for this key waterfront site.</u>	The evaluation as to achievement of community objectives and a high quality of development as defined by the Development Agreement, Development Plan and Design Guidelines was performed by reviewing the components of these requirements as set forth in the remainder of this matrix. The evaluations concluded that consistency with requirements had been achieved with respect to these components, or that consistency had been achieved subject to specified conditions. For the reasons set forth in the Consistency Analyses set forth below, and based upon the cumulative achievement of these requirements, consistency with the Objectives of Development has been achieved for this site, as well as those set forth in the Master Plan consistency matrix.	This requirement is found to be consistent, subject to conditions.	Subject to conditions set forth in the remainder of this Consistency Determination.																																																																																				
DP-2	Allowable Land Uses	The following land uses are permitted on all four blocks: Office Hotel Retail/Commercial/Restaurant/Entertainment Public Attractions Parking	The Master Plan proposes office uses only (and retail associated with each of these primary uses) and none other.	This requirement is found to be consistent.	None.																																																																																				
DP-3	Intensity of Uses	(a) A maximum of 1,650,000 gross square feet of office, including support retail.	Block 2A proposes a maximum of 296,535 gross square feet of above-grade development in office and office-related uses. This amount is consistent with the allowable square footages established for this use as distributed on the site per the July 2, 2007 Master Plan and is below the maximum total square footage allowed by the Development Agreement for this use (1,650,000 square feet).	This requirement is found to be consistent.	None.																																																																																				
DP-4	Intensity of Uses	(b) A maximum of 1,220,000 gross square feet of hotel uses including support retail, restaurant and entertainment.																																																																																							
DP-5	Intensity of Uses	(c) A maximum of 25,000 gross square feet of retail.																																																																																							
DP-6	Intensity of Uses	(d) A maximum of 55,000 gross square feet of public attractions such as a museum(s).																																																																																							
			<table><caption>Table 1: Use Table</caption><thead><tr><th>Parcel</th><th>Office</th><th>Hotel</th><th>Rooms</th><th>Retail (Independent)</th><th>Public Attraction</th><th>Proposed Total</th></tr></thead><tbody><tr><td>1B</td><td>500,414 sf</td><td>169,925 sf</td><td>275</td><td>0 sf</td><td>0 sf</td><td>670,339 sf</td></tr><tr><td>2A</td><td>296,535 sf</td><td>0 sf</td><td>0</td><td>0 sf</td><td>0 sf</td><td>296,535 sf</td></tr><tr><td>2B</td><td>384,324 sf</td><td>555,826 sf</td><td>943</td><td>0 sf</td><td>0 sf</td><td>940,150 sf</td></tr><tr><td>3A</td><td>0 sf</td><td>195,070 sf</td><td>193</td><td>16,000 sf</td><td>0 sf</td><td>211,070 sf</td></tr><tr><td>3B</td><td>351,000 sf</td><td>0 sf</td><td>0</td><td>0 sf</td><td>0 sf</td><td>351,000 sf</td></tr><tr><td>4A</td><td>0 sf</td><td>260,820 sf</td><td>164</td><td>9,000 sf</td><td>6,280 sf</td><td>276,100 sf</td></tr><tr><td>4B</td><td>114,520 sf</td><td>0 sf</td><td>0</td><td>0 sf</td><td>33,720 sf</td><td>148,240 sf</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Total Provided</td><td>1,646,793</td><td>1,181,641</td><td>1,575</td><td>25,000</td><td>40,000</td><td>2,893,434 sf</td></tr><tr><td>Total Allowed</td><td>1,650,000</td><td>1,220,000</td><td>--</td><td>25,000</td><td>55,000</td><td>3,250,000 sf</td></tr><tr><td>(Difference)</td><td>(-3,207)</td><td>(-38,359)</td><td></td><td>(0)</td><td>(-15,000 sf)</td><td>(-356,566 sf)</td></tr></tbody></table> <p>NOTE: Project does not include above grade parking, which could have occupied up to 300,000 sqft.</p>	Parcel	Office	Hotel	Rooms	Retail (Independent)	Public Attraction	Proposed Total	1B	500,414 sf	169,925 sf	275	0 sf	0 sf	670,339 sf	2A	296,535 sf	0 sf	0	0 sf	0 sf	296,535 sf	2B	384,324 sf	555,826 sf	943	0 sf	0 sf	940,150 sf	3A	0 sf	195,070 sf	193	16,000 sf	0 sf	211,070 sf	3B	351,000 sf	0 sf	0	0 sf	0 sf	351,000 sf	4A	0 sf	260,820 sf	164	9,000 sf	6,280 sf	276,100 sf	4B	114,520 sf	0 sf	0	0 sf	33,720 sf	148,240 sf								Total Provided	1,646,793	1,181,641	1,575	25,000	40,000	2,893,434 sf	Total Allowed	1,650,000	1,220,000	--	25,000	55,000	3,250,000 sf	(Difference)	(-3,207)	(-38,359)		(0)	(-15,000 sf)	(-356,566 sf)	This requirement is found to be consistent.	None.
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DP-7	Parking Standards	(a) Navy Office = 1.23 spaces/1,000 gross square feet.	Block 2A proposes to provide 297 parking spaces to serve the on-site office uses. The Master Plan proposes to phase parking provisions with the phased development of the Project. The first phase of the Project (all of blocks 2 and 3) will not provide the entire amount of proposed parking to serve the uses of this phase. The Development Agreement is silent about the need to provide parking spaces on the site/Block where the uses are located or in the same phase of development.	This requirement is found to be consistent.	None.																																																																																				
DP-8	Parking Standards	(b) Commercial Office = 1.00 spaces/1,000 gross square feet (incl. support retail).																																																																																							
DP-9	Parking Standards	(c) Hotel = 0.75 spaces/guest room (incl. support uses). A hotel guest room is the smallest unit capable of separate rental.																																																																																							

¹ This "Consistency Analysis" is solely with respect to the "Basic Concept/Schematic Drawings" phase of the review process as outlined in Section 5.2 of the Development Agreement.

² This column indicates where the particular requirement is located within the Development Agreement. "DP" corresponds to the Development Plan of Exhibit C to the Development Agreement, and "UR" corresponds to the Urban Design Guidelines of Exhibit C to the Development Agreement.

MANCHESTER PACIFIC GATEWAY
CCDC Consistency Determination Matrix
BLOCK 2A

000775

	Section or Heading	Text	Consistency Analysis/Comments	Finding	Condition(s) Recommendation(s)																																																																																																																							
DP-10	Parking Standards	(d) Retail = 4.00 spaces/1,000 gross square feet.	<table><tr><th colspan="10">Table 2: Parking (Maximums)</th></tr><tr><th rowspan="2">Parcel</th><th colspan="2">Office</th><th colspan="2">Navy¹</th><th colspan="2">Hotel²</th><th colspan="2">Retail</th><th colspan="2">Total</th></tr><tr><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th><th>Provided</th><th>Allowed</th></tr><tr><td>1B</td><td>500</td><td>500</td><td>-</td><td>-</td><td>206</td><td>206</td><td>0</td><td>0</td><td>706</td><td>706</td></tr><tr><td>2A</td><td>297</td><td>297</td><td>-</td><td>-</td><td>0</td><td>0</td><td>0</td><td>0</td><td>297</td><td>297</td></tr><tr><td>2B</td><td>384</td><td>384</td><td>-</td><td>-</td><td>707</td><td>707</td><td>0</td><td>0</td><td>1091</td><td>1091</td></tr><tr><td>3A</td><td>0</td><td>0</td><td>-</td><td>-</td><td>145</td><td>145</td><td>64</td><td>64</td><td>209</td><td>209</td></tr><tr><td>3B</td><td>-</td><td>-</td><td>459</td><td>459</td><td>0</td><td>0</td><td>0</td><td>0</td><td>459</td><td>459</td></tr><tr><td>4A</td><td>0</td><td>0</td><td>-</td><td>-</td><td>123</td><td>123</td><td>36</td><td>36</td><td>159</td><td>159</td></tr><tr><td>4B</td><td>115</td><td>115</td><td>-</td><td>-</td><td>0</td><td>0</td><td>0</td><td>0</td><td>115</td><td>115</td></tr><tr><td>Total</td><td>1,297</td><td>1,297</td><td>459</td><td>459</td><td>1,882</td><td>1,181</td><td>100</td><td>100</td><td>3,036</td><td>3,036</td></tr></table> <p>¹Navy parking includes parking to serve 22,000 square feet of subterranean office space. ²Hotel parking based on hotel room count, instead of square footage.</p>	Table 2: Parking (Maximums)										Parcel	Office		Navy ¹		Hotel ²		Retail		Total		Provided	Allowed	Provided	Allowed	Provided	Allowed	Provided	Allowed	Provided	Allowed	1B	500	500	-	-	206	206	0	0	706	706	2A	297	297	-	-	0	0	0	0	297	297	2B	384	384	-	-	707	707	0	0	1091	1091	3A	0	0	-	-	145	145	64	64	209	209	3B	-	-	459	459	0	0	0	0	459	459	4A	0	0	-	-	123	123	36	36	159	159	4B	115	115	-	-	0	0	0	0	115	115	Total	1,297	1,297	459	459	1,882	1,181	100	100	3,036	3,036		
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3A	0	0	-	-	145	145	64	64	209	209																																																																																																																		
3B	-	-	459	459	0	0	0	0	459	459																																																																																																																		
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Total	1,297	1,297	459	459	1,882	1,181	100	100	3,036	3,036																																																																																																																		
DP-11	Height	Block 1A: 0 feet Block 1B: 400 feet (410')	The tallest point on the proposed building at Block 2A is at 200 feet, the maximum height allowed for this block.	This requirement is found to be consistent.	None.																																																																																																																							
DP-12	Height	Block 2A: 200 feet (210') (per NEVP) Block 2B: 350 feet (360')	<table><tr><th colspan="5">Table 3: Project-wide Proposed Maximum Building Heights¹</th></tr><tr><th></th><th>Block 1</th><th>Block 2</th><th>Block 3</th><th>Block 4</th></tr><tr><td>A (east)</td><td>0 feet</td><td>200 feet (210')</td><td>150 feet (160')</td><td>120 feet (130')</td></tr><tr><td>B (west)</td><td>400 feet (410')</td><td>350 feet (360')</td><td>250 feet (260')</td><td>150 feet (160')</td></tr></table> <p>¹Parentheses refers to above mean sea level (MSL).</p>	Table 3: Project-wide Proposed Maximum Building Heights ¹						Block 1	Block 2	Block 3	Block 4	A (east)	0 feet	200 feet (210')	150 feet (160')	120 feet (130')	B (west)	400 feet (410')	350 feet (360')	250 feet (260')	150 feet (160')																																																																																																					
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DP-13	Height	Block 3A: 150 feet (160') (per NEVP) Block 3B: 250 feet (260')																																																																																																																										
DP-14	Height	Block 4A: 120 feet (130') (per NEVP) Block 4B: 150 feet (160')																																																																																																																										
DG-1	Architectural Standards	The architecture of the development shall <u>establish a high quality of design</u> . While it is not the intent for the entire Development to represent a single architectural solution, it is to establish a <u>compatible vocabulary of forms and materials to create a visually harmonious grouping of buildings</u> .	The massing and general forms of this building are good but significant attention needs to be paid to the pedestrian scale. Texture, scale, color, detail, articulation and visual interest need to be addressed. The tower has good articulation and form providing interest and distinction to the building. More attention needs to be paid to the intrinsic aspects of sustainability based on orientation and weather aspects.	This requirement is found to be consistent, subject to conditions.	Submittals for a subsequent level of review that are submitted for a Consistency Determination shall be evaluated for consistency with this standard as an individual building in context with buildings approved in Phase 1 and/or other subsequent phases.																																																																																																																							
DG-2	Architectural Standards	The architecture of the development shall establish a high quality of design. While it is not the intent for the entire Development to represent a single architectural solution, it is to establish a <u>compatible vocabulary of forms and materials to create a visually harmonious grouping of buildings</u> .	See DG-2.	This requirement is found to be consistent.	None.																																																																																																																							